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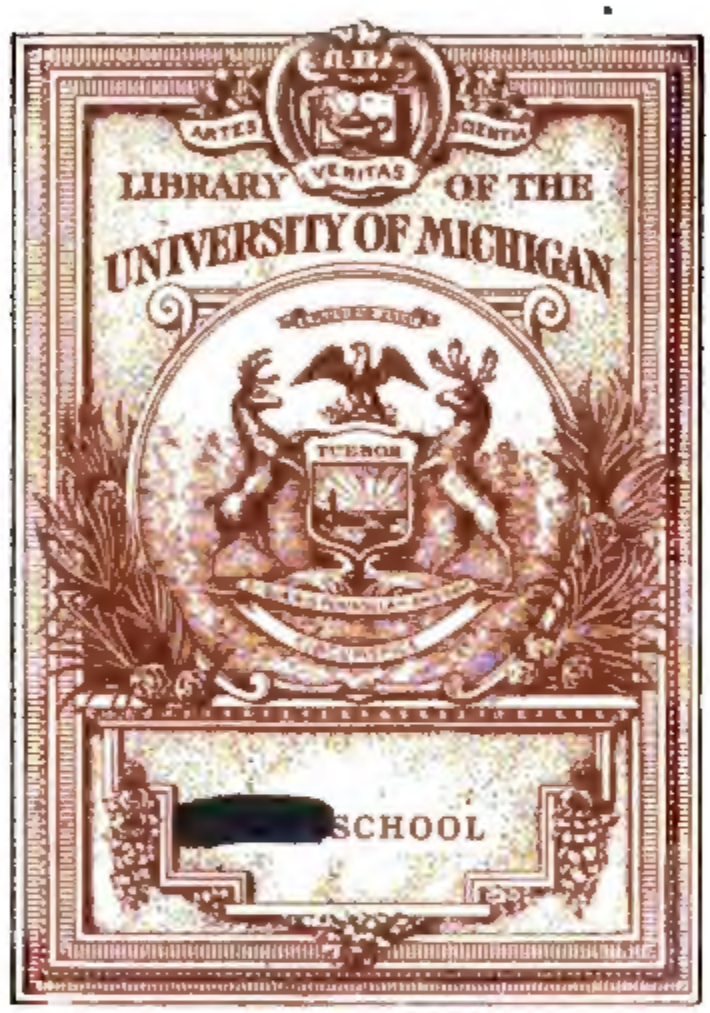
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P. O.

BIENNIAL REPORT

OF THE

Commissioner of Transportation

OF THE

STATE OF CALIFORNIA,

FOR

The Years ending December 31, 1877 and 1878.

SACRAMENTO:

STATE OFFICE : : : F. P. THOMPSON, SUPT. STATE PRINTING.

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ERRATA.

On page 54, summary, second "Total" from bottom, in column "Number," blank should read 112.

On page 58, fifth line from top, for "each others* traffic" read "each others *local** traffic."

On page 72, fourth line from top, last word of paragraph, "production" should read "productions."

On page 72, diagram in foot note, letter "O′" should read "C′"; letter "R" at intersection of lines S′ Q′ and O′ B should read "R′"; letter "G" should read "Q."

On page 74, tenth line from bottom, "Commission" should read "Commissions."

Table XVI, 1877, Broad Gauge Road No. 10, column 253, 14,446 should read 2,123.

Table V, 1878, Narrow Gauge Road No. 8, column 50, $190,756 17 should read $76,756 17; column 51. $315,756 17 should read $201,756 17; column 52, $24,160 00 should read $138,160 00. Totals for Narrow Gauge Roads, column 50, $4,538,920 19 should read $4,424,920 19; column 51, $5,033,920 19 should read $4,919,920 19; column 52, $135,715 37 should read $249,715 37. Grand totals for Broad and Narrow Gauge Roads, column 50, $47,738,350 02 should read $47,624,350 02; column 51, $145,645,350 02 should read $145,531,350 02; column 52, $737,495 19 should read $851,495 19.

Table VII concluded, 1878, Broad Gauge Road No. 11, column 120, $70,271 81 should read $82,000 00; column 121, $199,300 17 should read $211,029 36. Totals for Broad Gauge Roads, column 120, $6,688,096 80 should read $6,699,825 99; column 121, $21,191,982 19 should read $21,203,711 38. Grand totals for Broad and Narrow Gauge Roads, column 120, $6,991,205 34 should read $7,002,934 53; column 121, $22,009,722 87 should read $22,021,452 06.

119535

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Tabulation of Returns for the year ending December 31st, 1877.

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Termini as constructed	2, 3
Steamer line owned by company	4
Roadway owned by company—iron, steel, total	5, 6, 7
Total roadway and steamer line owned by company	8
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PART I.

Tabulation of Returns for the year ending December 31st, 1878.

[* Numbers refer to columns in tables.]

	* NUMBERS.
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Date of incorporation	1
Termini as constructed	2, 3
Steamer line owned by company	4
Roadway owned by company—iron, steel, total	5, 6, 7
Total roadway and steamer line owned by company	8
Sidings owned by company—iron, steel, total	9, 10, 11
Iron rail in roadway and sidings—length, weight	12, 13
Steel rail in roadway and sidings—length, weight	14, 15
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Steamer line owned by company	16
Roadway in California owned by company	17

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Roadway out of California owned by company	18
Total roadway and steamer line owned by company	19
Steamer line operated under lease	20
Roadway in California operated under lease	21
Roadway out of California operated under lease	22
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Total steamer line operated	24
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Total roadway out of California operated	26
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Miles of sidings—iron, steel, total	32, 33, 34
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Iron rail replaced by steel rail	39
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Table IV—Capital stock.	
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REPORT.

OFFICE OF THE COMMISSIONER OF TRANSPORTATION,
SACRAMENTO, CAL., December 1st, 1879.

To the Legislature of the State of California:

The second biennial report since the creation of the Transportation Commission is herewith respectfully submitted.

On the 10th day of April, 1878, I assumed the duties of Commissioner of Transportation, and on the same day Mr. Robert P. Maynard, who served as Secretary to my predecessors, the Board of Transportation Commissioners, was appointed Secretary. Immediately thereafter, in pursuance of Section 9, Chapter I, of the Act approved April 1st, 1878, prescribing the duties of the Commissioner of Transportation, copies of the amended law were served upon each of the railroad corporations, engaged in the business of transportation in this State, that are required to make a report to this office.

All companies having their principal offices in San Francisco were served with copies of the law by the Secretary in person; those located elsewhere, through Wells, Fargo & Company's express.

As soon thereafter as practicable, blank forms were prepared in pursuance of Section 9, Chapter I, of the above-mentioned Act, and copies of the same were forwarded to each of the above corporations, for the purpose of obtaining the information required to be given by them in Section 7 of the same chapter.

The form of the report required having been changed from that prescribed in the Act of April 3d, 1876, popularly known as the "O'Conner Act," substantially to the form of report adopted by the Railroad Commissioners of the State of Massachusetts, and many of the principal offices of the corporations being located in San Francisco, it became necessary, for the convenience both of this office and of the various corporations, to secure a temporary office in that city, in order that the explanations made necessary by the changes in the law might be facilitated.

The change in the time of making the report by the railroad corporations to the Commissioner, required six months of the time included in the reports made to the former Commission to be included in their report to me. The modification of the statute also necessitated a change in the form of their reports. It became necessary, therefore, to personally supervise the filling up of the blanks for some of the companies, and, in some instances, a visit to those offices located at remote distances from San Francisco. The principal corporations, however, the magnitude of whose business required a more systematic form of keeping railroad accounts, were enabled to make their reports within the time prescribed by law. Others less systematic were not able to complete them until the month of September following. In view of the fact that a change in the law had been made, thus causing some embarrassment in conforming thereto, and in view of the further fact that the railroad transportation business was comparatively a new industry in this State, a liberal lati-

tude was necessary in order to put the system of making reports to governmental authority into successful operation.

A disposition in every instance to comply with the law has been shown on the part of the corporations, and none have refused free access to their books, when requested by me for the verification of their reports. Information deemed of public utility, though not called for by the statute, has, in every instance, been given when solicited, and no opposition thus far has been made to public supervision.

The present law differs but slightly from the so-called "O'Conner Act" under which the Commission was created, except that the information required to be given by Section 7, Chapter I, of the present Act, is much more comprehensive than it was in the former, and that therefrom more accurate deductions can be made as to the condition and operations of the roads, as well as the economy exercised in their management.

ANNUAL REPORTS.

Annual reports ought to be made from this office to the Governor, and should show, in detail, the operations of the railroads for the previous year.

The information thus furnished, if published and distributed among the people, would tend to bring about a better understanding between the transportation companies and their patrons. In all of the States having Railroad and Transportation Commissioners, except California, annual reports of the preceding year's operations are thus made, published, and distributed. Seventeen States of the Union have adopted the system of railroad supervision by Commissioners. Seven of these have Boards of three Commissioners. Each of the others, including New York, Pennsylvania, Ohio, Michigan, Wisconsin, and Minnesota, has but one.

In all the States having Commissioners, except Illinois, the Massachusetts plan of control has been adopted, viz., that of "supervision and publicity," relying upon the publicity of any irregular and objectionable practices by the transportation companies for their correction. None, except Illinois, at the present time, confers the power to establish rates.

In the State of Illinois the Legislature delegated to its "Railroad and Warehouse Commission" the power to establish "reasonable maximum rates" for both passengers and freight. Thus far, however, it would be inferred from the reports made public that no schedule of rates has been established by the Commission, except such as have been found by the experience of the railroad companies to be "just and reasonable," based upon the value of the service rendered, and the natural conditions connected with transportation.

COMPLAINTS.

Very few complaints have been made to this office since I assumed the duties of Commissioner, either by shippers or passengers; and in these instances the railroad companies have shown a desire to adjust the differences amicably. Thus far no occasion has arisen for invoking the aid of the law.

On this subject my official experience has been so aptly set forth by my predecessors, in their report to the Legislature in 1877, that I

quote therefrom as follows: "Some few complaints of inequality or unfairness of charges, and of lack of proper attention to the public convenience in the classification of goods and the charges for freight, have reached us. These have, in all cases, been first referred to the companies concerned for remedy or explanation, and, in every instance, so far, the complaints have been responded to as promptly as if we possessed legal authority to command their answers, or inforce redress. Our effort, in all such cases, has been by amicable interposition between the parties, to effect the reform of any abuse that was found to exist, or to satisfy the complaining parties of their error, if it were such. So far our limited experience tends to confirm that of the Massachusetts Commissioners, who have found such amicable interposition almost invariably successful. Some of the complaints made to us proved to be without foundation, or made on a misapprehension of facts. In others, reasons for the course pursued have been adduced, not before known to the parties complaining."

Whether the existence of a Commission, clothed as it is with very limited supervisory powers, for the purpose of giving publicity to any unjust and irregular proceeding on the part of the corporations, has had any restraining influence upon them, will not, for obvious reasons, be discussed at this time. It is, however, appropriate to say here that there seems to be but little friction between the transportation companies and that portion of the public having business relations with them.

SERVICE.

The service, considering the small volume of business of some of the roads, is generally good. The condition of the roadway and bridges is excellent on those roads having a sufficient amount of traffic to pay for maintenance. For the improvement of the service of those roads which run in connection with ferries to San Francisco it is recommended that they be required to land their passengers, at ferry-slips, with passenger-ways separated from those of freight. Waiting-rooms also should be provided, in which travelers may find comfortable shelter while waiting the arrival and departure of the steamers.

RATES.

The rates for freight and passengers will always bear a close relation to the volume of business done, if adjusted on correct business principles.

Certain reductions in freight and passenger rates, below the legal maximum rates established by the O'Conner Act, of 1876, are subjoined herewith, showing important reductions in rates for California products, applying to the Central Pacific Railroad and roads operated by it. In the tables are given the legal rates in force January 1st, 1878, the present rates, and the percentage of reductions. There are also appended statements showing special passenger rates made during the year 1878 by the Central Pacific and Southern Pacific Railroad Companies, and the reductions in freight and passenger rates made on the Northern Division of the Southern Pacific Railroad; and also the local ticket and train rates which took effect April 1st, 1879, on the Western Division of the Central Pacific Railroad; and the local ticket train and excursion rates on the Los Angeles and Independence Railroad.

STATEMENT A.

Showing reductions in rates (below legal rates in force January 1st, 1878) on grain, flour, and mill stuffs, in car-loads, as per Tariff No. 10, of August 1st, 1878.

From—	To Sacramento.			To Stockton.			To San Francisco.		
	No. 8	No. 10	Per cent. decrease.	No. 8	No. 10	Per cent. decrease.	No. 8	No. 10	Per cent. decrease.
Redding	$6 00	$4 00	.33	$6 00	$4 85	.19			
Clear Creek	6 00	4 00	.33	6 00	4 85	.19			
Anderson	6 00	4 00	.33	6 00	4 85	.19			
Cottonwood	6 00	4 00	.33	6 00	4 85	.19			
Buckeye	6 00	4 00	.33	6 00	4 85	.19			
Hooker	6 00	4 00	.33	6 00	4 85	.19			
Red Bluff	6 00	4 00	.33	6 00	4 85	.19			
Rawsons	5 75	4 00	.30	6 00	4 85	.19			
Tylers	5 35	4 00	.25	6 00	4 85	.19			
Tehama	5 15	4 00	.22	5 50	4 85	.11			
Sesma	5 15	4 00	.22	5 45	4 80	.11			
Vina	4 75	3 80	.20	5 25	4 60	.12			
Soto	4 55	3 70	.18	5 15	4 50	.12			
Cana	4 55	3 65	.19	5 10	4 45	.12			
Anita	3 75	3 60	.04	5 05	4 40	.12			
Nord	3 75	3 55	.05	5 00	4 35	.13			
Shaws	3 75	3 50	.06	4 95	4 30	.13			
Chico				4 85	4 20	.13			
Roble				4 75	4 10	.13			
Durham				4 70	4 05	.13			
Nelson				4 55	3 90	.13			
Silsbys				4 45	3 80	.14			
Biggs				4 30	3 65	.15			
Gridleys				4 25	3 60	.15			
Lomo				3 90	3 10	.20	$4 40	$4 25	.03
Marysville									
Yuba				3 90	2 40	.38	4 40	3 55	.19
Reeds				3 90	3 00	.23	4 40	4 15	.05
Wheatland				3 90	3 25	.16			
Sheridan				3 90	3 25	.16			
Ewings				3 70	3 05	.17			
Lincoln				3 70	3 05	.17			
Junction									
Antelope									
Arcade									
Sacramento									
Brighton							3 40	3 20	.05
Florin							3 40	3 20	.05
Elk Grove							3 40	3 20	.05
McConnells							3 40	3 20	.05
Galt							3 20	2 75	.14
Acampo				1 40	1 10	.21	3 00	2 25	.25
Lodi				1 40	1 00	.28	2 50	2 15	.14
Stockton									
Lathrop				1 20	1 00	.16			
San Joaquin Bridge							2 80	2 10	.25
Banta							2 60	2 10	.19
Ellis							2 60	2 10	.19
Midway							2 60	2 25	.13
Altamont							2 60	2 25	.13
Livermore							2 50	2 25	.10
Pleasanton									
Sunol									
Niles									

STATEMENT A—Continued.

FROM—	To Sacramento.			To Stockton.			To San Francisco.		
	No. 8	No. 10	Per cent. decrease.	No. 8	No. 10	Per cent. decrease.	No. 8	No. 10	Per cent. decrease.
Washington									
Warm Springs									
Milpitas									
San José									
Decoto									
Haywards									
Lorenzo									
San Leandro									
Melrose									
Murrano				$1 40	$1 05	.25			
Stanislaus				1 60	1 25	.21			
Salida				2 00	1 65	.17			
Modesto				2 40	2 05	.14			
Ceres				2 60	2 25	.13			
Keyes				2 60	2 25	.13			
Turlock				2 60	2 25	.13			
Cressy				2 60	2 25	.13			
Arena				3 20	2 85	.11			
Atwater				3 20	2 85	.11			
Merced				3 40	3 05	.10			
Plainsburg				4 00	3 45	.13	$4 80	$4 60	.04
Minturn	$5 00	$4 60	.08	4 20	3 85	.08			
Berenda	5 60	4 60	.17	4 20	3 85	.08			
Borden	6 00	4 60	.23	4 20	3 85	.08			
Sycamore	6 00	4 60	.23	4 20	3 85	.08			
Fresno	6 00	4 60	.23	4 20	3 85	.08			
Fowler	6 00	5 10	.15	4 70	4 35	.07			
Kingsburg	6 00	5 60	.06	5 20	4 85	.06			
Cross Creek	6 00	5 60	.06	5 20	4 85	.06			
Goshen	6 00	5 60	.06	5 20	4 85	.06			
Tulare	6 00	5 60	.06	5 20	4 85	.06			
Tipton	6 00	5 60	.06	5 20	4 85	.06			
Delano	6 00	5 60	.06	6 00	4 85	.19			
Sumner	6 00	5 60	.06	6 00	4 85	.19			
Caliente	6 00	5 60	.06	6 00	4 85	.19			

An average reduction on above of 15 per cent.

STATEMENT B.

Showing reductions in rates, below legal rates in force January 1st, 1878, on lumber (and wood, to Sacramento) in car-loads, as per Tariff No. 5, of January 1st, 1879.

To	Marysville.			Lincoln and Stations between Lincoln and Marysville.			Junction.			Sacramento.			Brighton.			Florin.			Elk Grove.			McConnell's.		
From—	Tariff No. 4.	Tariff No. 5.	Per cent. decrease.	Tariff No. 4.	Tariff No. 5.	Per cent. decrease.	Tariff No. 4.	Tariff No. 5.	Per cent. decrease.	Tariff No. 4.	Tariff No. 5.	Per cent. decrease.	Tariff No. 4.	Tariff No. 5.	Per cent. decrease.	Tariff No. 4.	Tariff No. 5.	Per cent. decrease.	Tariff No. 4.	Tariff No. 5.	Per cent. decrease.	Tariff No. 4.	Tariff No. 5.	Per cent. decrease.
State Line	----	----	----	----	----	----	40	35	12	40	35	12	49	40	18	50	40	20	52	40	23	52	40	23
Boca	----	----	----	----	----	----	38	31	18	38	31	18	47	36	23	48	36	25	50	36	28	50	36	28
Truckee	----	----	----	----	----	----	36	28	22	36	28	22	45	33	26	46	33	28	48	33	31	48	33	31
Summit	----	----	----	39	31	20	36	20	44	36	20	44	45	25	44	46	25	45	48	25	47	48	25	47
Soda Springs	----	----	----	38	31	18	35	20	42	35	20	42	44	25	43	45	25	44	47	25	46	47	25	46
Cascade and Tamarack	----	----	----	36	31	14	33	20	39	33	20	39	42	25	40	43	25	41	45	25	44	45	25	44
Cisco and Crystal Lake	----	----	----	36	31	14	33	20	39	33	20	39	42	25	40	43	25	41	45	25	44	45	25	44
Emigrant Gap	----	----	----	35	31	11	32	20	37	32	20	37	41	25	39	42	25	40	44	25	43	44	25	43
Blue Cañon	----	----	----	33	31	6	30	20	33	30	20	33	39	25	35	40	25	37	42	25	40	42	25	40
Shady Run	----	----	----	33	31	6	27	20	26	30	20	33	39	25	35	40	25	37	42	25	40	42	25	40
C. C. Mill	----	----	----	33	31	6	27	20	26	30	20	33	39	25	35	40	25	37	42	25	40	42	25	40
Alta	----	----	----	----	----	----	25	20	20	28	20	28	37	25	32	38	25	34	40	25	37	40	25	37
Dutch Flat	----	----	----	----	----	----	24	20	16	28	20	28	37	25	32	38	25	34	39	25	35	40	25	37
Gold Run	----	----	----	----	----	----	23	20	13	28	20	28	37	25	32	37	25	32	38	25	34	39	25	35
Colfax	----	----	----	----	----	----	21	20	4	25	20	20	34	25	26	35	25	28	36	25	30	37	25	32
New England Mills	----	----	----	----	----	----	----	----	----	25	20	20	33	25	24	33	25	24	34	25	26	35	25	28
Applegates	----	----	----	----	----	----	----	----	----	25	20	20	33	25	24	33	25	24	34	25	26	35	25	28
Clipper Gap	----	----	----	----	----	----	----	----	----	24	20	16	31	25	19	31	25	19	32	25	21	33	25	24
Auburn	----	----	----	----	----	----	----	----	----	----	----	----	27	25	7	28	25	10	28	25	10	28	25	10
Newcastle	----	----	----	----	----	----	----	----	----	----	----	----	27	25	7	28	25	10	28	25	10	28	25	10
Penryn	----	----	----	----	----	----	----	----	----	----	----	----	27	24	11	28	24	14	28	25	10	28	25	10
Pino	----	----	----	----	----	----	----	----	----	----	----	----	27	22	18	28	22	21	28	23	17	28	23	17

Rocklin	----	----	----	----	----	----	----	----	----	----	----	----	27	21	22	28	21	25	28	22	21	28	22	21
Marysville	----	----	----	----	----	----	----	----	----	----	----	----	29	25	35	30	25	16	32	25	21	32	25	21
Gridley	----	----	----	----	----	----	26	20	44	30	20	33	39	25	35	40	25	37	42	25	40	42	25	40
Biggs	14	12	14	----	----	----	26	20	44	31	20	38	40	25	37	41	25	39	43	25	41	43	25	41
Silsbys	16	12	25	----	----	----	29	20	31	35	20	42	44	25	43	45	25	44	47	25	46	47	25	46
Nelson	18	12	33	----	----	----	29	20	31	35	20	42	44	25	43	45	25	44	47	25	46	47	25	46
Durham	20	12	40	----	----	----	31	20	38	35	20	42	44	25	43	45	25	44	47	25	46	47	25	46
Roble	20	18	10	----	----	----	32	20	37	35	20	42	44	25	43	45	25	44	47	25	46	47	25	46
Chico	22	18	18	----	----	----	32	20	37	35	20	42	44	25	43	45	25	44	47	25	46	47	25	46
Shaws	24	18	25	----	----	----	33	20	39	36	20	44	45	25	44	46	25	45	48	25	47	48	25	47
Nord	26	18	30	----	----	----	37	20	46	36	20	44	45	25	44	46	25	45	48	25	47	48	25	47
Anita	26	18	30	----	----	----	37	20	46	38	20	47	47	25	46	48	25	47	50	25	50	50	25	50
Cana	26	18	30	----	----	----	37	20	46	38	20	47	47	25	46	48	25	47	50	25	50	50	25	50
Soto	28	18	35	----	----	----	37	20	46	38	20	47	47	25	46	48	25	47	50	25	50	50	25	50
Vina	29	18	31	----	----	----	37	20	46	38	20	47	47	25	46	48	25	47	50	25	50	50	25	50
Sesma	30	18	40	----	----	----	37	20	46	38	20	47	47	25	46	48	25	47	50	25	50	50	25	50
Tehama	31	18	42	----	----	----	37	20	46	38	20	47	47	25	46	48	25	47	50	25	50	50	25	50
Tylers	31	18	42	----	----	----	40	20	50	42	20	52	51	25	51	52	25	52	54	25	53	54	25	53
Rawson	32	18	43	----	----	----	40	20	50	42	20	52	51	25	51	52	25	52	54	25	53	54	25	53
Red Bluff	33	18	45	----	----	----	40	20	50	42	20	52	51	25	51	52	25	52	54	25	53	54	25	53
Cottonwood	36	21	41	----	----	----	43	23	46	44	23	47	53	28	47	54	28	48	56	28	50	56	28	50
Anderson	38	23	39	----	----	----	45	25	44	45	25	44	53	30	43	54	30	44	56	30	46	56	30	46
Redding	40	25	37	----	----	----	47	27	42	47	27	42	56	32	43	57	32	44	59	32	45	59	32	45

NOTE.—No account made of fractions.

STATEMENT B—Continued.

To	Galt.			Acampo.			Lodi.			Stockton.			Lathrop.			San Joaquin River.			Banta.			Tracy.		
FROM—	Tariff No. 4.	Tariff No. 5.	Per cent. decrease.	Tariff No. 4.	Tariff No. 5.	Per cent. decrease.	Tariff No. 4.	Tariff No. 5.	Per cent. decrease.	Tariff No. 4.	Tariff No. 5.	Per cent. decrease.	Tariff No. 4.	Tariff No. 5.	Per cent. decrease.	Tariff No. 4.	Tariff No. 5.	Per cent. decrease.	Tariff No. 4.	Tariff No. 5.	Per cent. decrease.	Tariff No. 4.	Tariff No. 5.	Per cent. decrease.
State Line	53	40	24	53	40	24	53	40	24	53	40	24	55	42	23	55	48	12	55	51	7	55	52	5
Boca	51	36	29	51	36	29	51	36	29	51	36	29	53	38	28	53	44	17	53	47	11	53	48	9
Truckee	49	33	32	49	33	32	49	33	32	49	33	32	51	35	31	51	41	19	51	44	13	51	45	11
Summit	49	25	49	49	25	49	49	25	49	49	25	49	51	27	47	51	33	35	51	36	29	51	37	27
Soda Springs	48	25	47	48	25	47	48	25	47	48	25	47	50	27	46	50	33	34	50	36	28	50	37	26
Cascade and Tamarack	46	25	45	46	25	45	46	25	45	46	25	45	48	27	43	48	33	31	48	36	25	48	37	22
Cisco and Crystal Lake	46	25	45	46	25	45	46	25	45	46	25	45	48	27	43	48	33	31	48	36	25	48	37	22
Emigrant Gap	45	25	44	45	25	44	45	25	44	45	25	44	47	27	42	47	33	26	47	36	23	47	37	21
Blue Cañon	43	25	41	43	25	41	43	25	41	43	25	41	45	27	40	45	33	26	45	36	20	45	37	17
Shady Run	43	25	41	43	25	41	43	25	41	43	25	41	45	27	40	45	33	26	45	36	20	45	37	17
C. C. Mill	43	25	41	43	25	41	43	25	41	43	25	41	45	27	40	45	33	26	45	36	20	45	37	17
Alta	41	25	39	41	25	39	41	25	39	41	25	39	43	27	37	43	33	23	43	36	16	43	37	14
Dutch Flat	41	25	39	41	25	39	41	25	39	41	25	39	43	27	37	43	33	23	43	36	16	43	37	14
Gold Run	40	25	37	41	25	39	41	25	39	41	25	39	43	27	37	43	33	23	43	36	16	43	37	14
Colfax	38	25	34	38	25	34	38	25	34	38	25	34	40	27	32	40	33	17	40	36	10	40	37	7
New England Mills	36	25	30	37	25	32	37	25	32	38	25	34	39	27	30	39	33	15	39	36	7	39	37	5
Applegates	36	25	30	37	25	32	37	25	32	38	25	34	39	27	30	39	33	15	39	36	7	39	37	5
Clipper Gap	34	25	26	34	25	26	34	25	26	34	25	26	38	27	29	38	33	13	38	36	5	38	37	2
Auburn	28	25	10	28	25	10	28	25	10	28	25	10	32	27	15	----	----	----	----	----	----	----	----	----
Newcastle	28	25	10	28	25	10	28	25	10	28	25	10	32	27	15	----	----	----	----	----	----	----	----	----
Penryn	28	25	10	28	25	10	28	25	10	28	25	10	32	27	15	----	----	----	----	----	----	----	----	----
Pino	28	25	10	28	25	10	28	25	10	28	25	10	32	27	15	32	30	6	32	30	6	32	31	3
Rocklin	28	24	14	28	25	10	28	25	10	28	25	10	32	27	15	32	29	9	32	29	9	32	30	6
Marysville	34	25	26	35	25	28	36	25	30	38	25	34	39	27	30	39	33	15	39	36	7	39	37	5
Gridley	44	25	43	45	25	44	46	25	45	47	25	46	47	27	42	47	33	26	47	36	23	47	37	21

Biggs	45	25	44	46	25	45	47	25	46	48	25	47	48	27	43	48	33	31	48	36	25	48	37	22
Silsbys	49	25	49	50	25	50	50	25	50	50	25	50	50	27	46	50	33	34	50	36	28	50	37	26
Nelson	49	25	49	50	25	50	50	25	50	50	25	50	50	27	46	50	33	34	50	36	28	50	37	26
Durham	49	25	49	50	25	50	50	25	50	50	25	50	50	27	46	50	33	34	50	36	28	50	37	26
Roble	49	25	49	50	25	50	50	25	50	50	25	50	50	27	46	50	33	34	50	36	28	50	37	26
Chico	49	25	49	50	25	50	50	25	50	50	25	50	50	27	46	50	33	34	50	36	28	50	37	26
Shaws	50	25	50	51	25	51	51	25	51	51	25	51	51	27	47	51	33	35	51	36	29	51	37	27
Nord	50	25	50	51	25	51	51	25	51	51	25	51	51	27	47	51	33	35	51	36	29	51	37	27
Anita	52	25	52	53	25	52	54	25	53	55	25	54	55	27	50	55	33	40	55	36	34	55	37	32
Cana	52	25	52	53	25	52	54	25	53	55	25	54	55	27	50	55	33	40	55	36	34	55	37	32
Soto	52	25	52	53	25	52	54	25	53	55	25	54	55	27	50	55	33	40	55	36	34	55	37	32
Vina	52	25	52	53	25	52	54	25	53	55	25	54	55	27	50	55	33	40	55	36	34	55	37	32
Sesma	52	25	52	53	25	52	54	25	53	55	25	54	55	27	50	55	33	40	55	36	34	55	37	32
Tehama	52	25	52	53	25	52	54	25	53	55	25	54	55	27	50	55	33	40	55	36	34	55	37	32
Tylers	56	25	55	57	25	56	57	25	56	57	25	56	57	27	52	57	33	42	57	36	37	57	37	35
Rawson	56	25	55	57	25	56	57	25	56	57	25	56	57	27	52	57	33	42	57	36	37	57	37	35
Red Bluff	56	25	55	57	25	56	57	25	56	57	25	56	57	27	52	57	33	42	57	36	37	57	37	35
Cottonwood	58	28	51	59	28	52	59	28	52	59	28	52	59	30	49	59	36	39	59	39	34	59	40	32
Anderson	58	30	48	59	30	49	59	30	49	59	30	49	59	32	45	59	38	35	59	41	30	59	42	28
Redding	61	32	47	62	32	48	62	32	48	62	32	48	62	34	45	62	40	35	62	43	30	62	44	29

NOTE.—No account made of fractions.

STATEMENT B—Continued.

To	Ellis.			Midway.			Altamont.			Livermore.			Pleasanton.			Sunol, San José, San Francisco, and Stations between.			To Sacramento—Wood.		
FROM—	Tariff No. 4	Tariff No. 5	Per cent. decrease	Tariff No. 4	Tariff No. 5	Per cent. decrease	Tariff No. 4	Tariff No. 5	Per cent. decrease	Tariff No. 4	Tariff No. 5	Per cent. decrease	Tariff No. 4	Tariff No. 5	Per cent. decrease	Tariff No. 4	Tariff No. 5	Per cent. decrease	Tariff No. 4	Tariff No. 5	Per cent. decrease
State Line	55	53	3	55	54	1													36	30	16
Boca	53	49	7	53	50	5	53	52	1										35	27	22
Truckee	51	46	9	51	47	7	51	49	3	51	50	2							33	25	24
Summit	51	38	25	51	39	23	51	41	19	51	42	17	51	43	15	51	44	13	33	20	39
Soda Springs	50	38	24	50	39	22	50	41	18	50	42	16	50	43	14	50	44	12	30	20	33
Cascade and Tamarack	48	38	20	48	39	18	48	41	14	48	42	12	48	43	10	48	44	8	29	20	31
Cisco and Crystal Lake	48	38	20	48	39	18	48	41	14	48	42	12	48	43	10	48	44	8	26	20	23
Emigrant Gap	47	38	19	47	39	17	47	41	12	47	42	10	47	43	8	47	44	6	24	20	16
Blue Cañon	45	38	15	45	39	13	45	41	8	45	42	6	45	43	4	45	44	2	23	20	13
Shady Run	45	38	15	45	39	13	45	41	8	45	42	6	45	43	4	45	44	2	22	20	9
C. C. Mill	45	38	15	45	39	13	45	41	8	45	42	6	45	43	4	45	43	4	22	20	9
Alta	43	38	11	43	39	9	43	41	4	43	42	2							21	20	4
Dutch Flat	43	38	11	43	39	9	43	41	4	43	42	2							21	20	4
Gold Run	43	38	11	43	39	9	43	41	4	43	42	2									
Colfax	40	38	5	49	39	2															
New England Mills	39	38	2																		
Applegates	39	38	2																		
Clipper Gap																					
Auburn																					
Newcastle																					
Penryn																					
Pino	32	31	3	32	31	3															
Rocklin	32	30	6	32	30	6	32	31	3	32	31	3	32	31	3						
Marysville	39	38	2																		
Gridley	47	38	19	47	39	17	47	41	12	47	42	10	47	43	8	47	44	6	28	20	28

Biggs	48	38	20	48	39	18	48	41	14	48	42	12	48	43	10	48	44	8	29	20	31
Silsbys	50	38	24	50	39	22	50	41	18	50	42	16	50	43	14	50	44	12	32	20	37
Nelson	50	38	24	50	39	22	50	41	18	50	42	16	50	43	14	50	44	12	34	20	41
Durham	50	38	24	50	39	22	50	41	18	50	42	16	50	43	14	50	44	12	37	20	46
Roble	50	38	24	50	39	22	50	41	18	50	42	16	50	43	14	50	44	12	38	20	47
Chico	50	38	24	50	39	22	50	41	18	50	42	16	50	43	14	50	44	12	42	20	52
Shaws	51	38	25	51	39	23	51	41	19	51	42	17	51	43	15	51	44	13	43	20	53
Nord	51	38	25	51	39	23	51	41	19	51	42	17	51	43	15	51	44	13	43	20	53
Anita	55	38	30	55	39	29	55	41	25	55	42	23	55	43	21	55	44	20	44	20	54
Cana	55	38	30	55	39	29	55	41	25	55	42	23	55	43	21	55	44	20	44	20	54
Soto	55	38	30	55	39	29	55	41	25	55	42	23	55	43	21	55	44	20	45	20	55
Vina	55	38	30	55	39	29	55	41	25	55	42	23	55	43	21	55	44	20	46	20	56
Sesma	55	38	30	55	39	29	55	41	25	55	42	23	55	43	21	55	44	20	47	20	57
Tehama	55	38	30	55	39	29	55	41	25	55	42	23	55	43	21	55	44	20	47	20	57
Tylers	57	38	33	57	39	31	57	41	28	57	42	26	57	43	24	57	44	22	48	20	58
Rawson	57	38	33	57	39	31	57	41	28	57	42	26	57	43	24	57	44	22	49	20	59
Red Bluff	57	38	33	57	39	31	57	41	28	57	42	26	57	43	24	57	44	22	50	20	60
Cottonwood	59	41	30	59	42	28	59	44	25	59	45	23	59	46	22	59	47	20	53	23	56
Anderson	59	43	27	59	44	25	59	46	22	59	47	20	59	48	18	59	49	17	55	25	54
Redding	62	45	27	62	46	25	62	48	22	62	49	21	62	50	19	62	51	17	57	27	52

NOTE.—No account made of fractions.

STATEMENT C.

Showing reductions in rates in car-loads of ten tons to San Francisco, as per Tariff No. 1, December 20th, 1878, filed in office January 14th, 1879.

From—	Beans.			Hops.			Broom-corn.			Flax Seed.		
	Former	Present	Per cent. decrease.	Former	Present	Per cent. decrease.	Former	Present	Per cent. decrease.	Former	Present	Per cent. decrease.
Redding	$122 00	$84 00	31	$180 00	$84 00	53	$216 00	$84 00	61	$180 00	$84 00	53
Clear Creek	120 00	84 00	30	176 00	84 00	52	211 20	84 00	60	176 00	84 00	52
Anderson	118 00	84 00	28	172 00	84 00	51	206 40	84 00	59	172 00	84 00	51
Cottonwood	114 00	84 00	26	164 00	84 00	48	196 80	84 00	57	164 00	84 00	48
Buckeye	114 00	84 00	26	164 00	84 00	48	196 80	84 00	57	164 00	84 00	48
Hooker	112 00	84 00	25	160 00	84 00	47	192 00	84 00	56	160 00	84 00	47
Red Bluff	108 00	84 00	22	140 00	84 00	40	168 00	84 00	50	140 00	84 00	40
Rawson	104 00	84 00	19	134 00	84 00	37	160 80	84 00	47	134 00	84 00	37
Tylers	100 00	84 00	16	130 00	84 00	35	156 00	84 00	46	130 00	84 00	35
Tehama	98 00	84 00	14	130 00	84 00	35	156 00	84 00	46	130 00	84 00	35
Sesma	98 00	83 30	17	130 00	83 30	35	156 00	83 30	46	130 00	83 30	35
Vina	92 00	80 50	12	116 00	80 50	30	139 20	80 50	42	116 00	80 50	30
Soto	88 00	79 10	11	110 00	79 10	28	132 00	79 10	40	110 00	79 10	28
Cana	86 00	78 40	08	104 00	78 40	24	124 80	78 40	37	104 00	78 40	24
Anita	84 00	77 70	07	102 00	77 70	23	122 40	77 70	36	102 00	77 70	23
Nord	82 00	77 00	06	100 00	77 00	23	120 00	77 00	35	100 00	77 00	23
Shaws	80 00	76 30	04	96 00	76 30	20	115 20	76 30	33	96 00	76 30	20
Chico	76 00	73 90	02	90 00	73 90	17	108 00	73 90	31	90 00	73 90	17
Roble	76 00	73 50	03	88 00	73 50	16	105 60	73 50	30	88 00	73 50	16
Durham	76 00	72 80	04	88 00	72 80	17	105 60	72 80	31	88 00	72 80	17
Nelson	72 00	70 70	01	84 00	70 70	15	100 80	70 70	29	84 00	70 70	15
Silsbys	70 00	69 30	01	78 00	69 30	11	93 60	69 30	25	78 00	69 30	11
Biggs	68 00	67 20	----	76 00	67 20	11	91 20	67 20	26	76 00	67 20	11
Gridley	64 00	64 00	----	76 00	64 00	15	91 20	64 00	29	76 00	64 00	15
Live Oak	64 00	62 30	01	72 00	62 30	13	86 40	62 30	27	72 00	62 30	13
Lonio	60 00	59 50	----	68 00	59 50	13	81 60	59 50	27	68 00	59 50	13

Marysville	56 00	56 00	----	60 00	56 00	06	72 00	56 00	22	60 00	56 00	06
Yuba	56 00	56 00	----	60 00	56 00	06	72 00	56 00	22	60 00	56 00	06
Reeds	56 00	56 00	----	60 00	56 00	06	72 00	56 00	22	60 00	56 00	06
Wheatland	56 00	56 00	----	60 00	56 00	06	72 00	56 00	22	60 00	56 00	06
Sheridan	56 00	56 00	----	60 00	56 00	06	72 00	56 00	22	60 00	56 00	06
Ewing	54 00	54 00	----	58 00	54 00	06	69 60	54 00	22	58 00	54 00	06
Lincoln	52 00	52 00	----	56 00	52 00	07	67 20	52 00	22	56 00	52 00	06
Junction	48 00	48 00	----	52 00	48 00	07	62 40	48 00	23	52 00	48 00	07
Antelope	44 00	44 00	----	48 00	44 00	08	57 60	44 00	23	48 00	44 00	08
Arcade	40 00	40 00	----	44 00	40 00	09	52 80	40 00	24	44 00	40 00	09
American River	36 00	36 00	----	40 00	36 00	10	48 00	36 00	25	40 00	36 00	10
Sacramento	32 00	32 00	----	36 00	32 00	11	43 20	32 00	25	36 00	32 00	11
Brighton	32 00	32 00	----	36 00	32 00	11	43 20	32 00	25	36 00	32 00	11
Florin	32 00	32 00	----	36 00	32 00	11	43 20	32 00	25	36 00	32 00	11
Elk Grove	32 00	32 00	----	36 00	32 00	11	43 20	32 00	25	36 00	32 00	11
McConnells	32 00	32 00	----	36 00	32 00	11	43 20	32 00	25	36 00	32 00	11
Galt	32 00	32 00	----	36 00	32 00	11	43 20	32 00	25	36 00	32 00	11
Ione	----------	59 50	----	----------	59 50	----	----------	59 50	----	----------	59 50	----
Acampo	30 00	30 00	----	34 00	30 00	11	40 80	30 00	28	34 00	30 00	11
Lodi	30 00	28 00	06	34 00	28 00	17	40 80	28 00	31	34 00	28 00	17
Castle	30 00	28 00	06	34 00	28 00	17	40 80	28 00	31	34 00	28 00	17
Stockton	28 00	28 00	----	32 00	28 00	12	38 40	28 00	27	32 00	28 00	12
Lathrop	28 00	23 00	17	32 00	23 00	28	38 40	23 00	40	32 00	23 00	28
San Joaquin River	28 00	23 00	17	32 00	23 00	28	38 40	23 00	40	32 00	23 00	28
Banta	28 00	23 00	17	32 00	23 00	28	38 40	23 00	40	32 00	23 00	28
Tracy	28 00	23 00	17	32 00	23 00	28	38 40	23 00	40	32 00	23 00	28
Ellis	28 00	23 00	17	32 00	23 00	28	38 40	23 00	40	32 00	23 00	28
Midway	26 00	23 00	11	30 00	23 00	28	36 00	23 00	36	30 00	23 00	28
Altamont	26 00	23 00	11	30 00	23 00	28	36 00	23 00	36	30 00	23 00	28
Livermore	26 00	23 00	11	30 00	23 00	28	36 00	23 00	36	30 00	23 00	28
Pleasanton	24 00	23 00	04	30 00	23 00	28	36 00	23 00	36	30 00	23 00	28
Sunol	20 00	20 00	----	30 00	20 00	33	36 00	20 00	44	30 00	20 00	33
San José	26 00	26 00	----	30 00	26 00	13	36 00	26 00	27	30 00	26 00	13
Wayne	24 00	24 00	----	30 00	24 00	20	36 00	24 00	33	30 00	24 00	20
Milpitas	18 00	17 50	02	20 00	17 50	12	24 00	17 50	27	20 00	17 50	12
Warm Springs	18 00	14 00	22	20 00	14 00	30	24 00	14 00	41	20 00	14 00	30
Washington	18 00	14 00	22	20 00	14 00	30	24 00	14 00	41	20 00	14 00	30
Niles	16 00	14 00	12	20 00	14 00	30	24 00	14 00	41	20 00	14 00	30
Decoto	16 00	14 00	12	20 00	14 00	30	24 00	14 00	41	20 00	14 00	30
Haywards	16 00	14 00	12	20 00	14 00	30	24 00	14 00	41	20 00	14 00	30
Lorenzo	14 00	14 00	----	20 00	14 00	30	24 00	14 00	41	20 00	14 00	30

STATEMENT C—Continued.

FROM—	Beans.			Hops.			Broom-corn.			Flax Seed.		
	Former	Present	Per cent. decrease.	Former	Present	Per cent. decrease.	Former	Present	Per cent. decrease.	Former	Present	Per cent. decrease.
San Leandro	$14 00	$14 00	----	$20 00	$14 00	30	$24 00	$14 00	41	$20 00	$14 00	30
Melrose	14 00	14 00	----	20 00	14 00	30	24 00	14 00	41	20 00	14 00	30
Murrano	32 50	23 10	28	41 00	23 10	43	----------	----------	----	36 50	23 10	36
Ripon	35 50	27 30	27	47 00	27 30	41	----------	----------	----	39 50	27 30	31
Salida	37 00	28 00	24	50 00	28 00	44	----------	----------	----	41 00	28 00	31
Modesto	40 00	30 80	23	56 00	30 80	45	----------	----------	----	44 00	30 80	30
Ceres	41 00	33 60	18	58 00	33 60	42	----------	----------	----	45 00	33 60	24
Keyes	43 00	35 00	18	62 00	35 00	43	----------	----------	----	47 00	35 00	25
Turlock	46 00	39 20	14	68 00	39 20	42	----------	----------	----	50 00	39 20	21
Cressey	51 00	44 80	12	78 00	44 80	42	----------	----------	----	55 00	44 80	18
Arena	53 00	47 60	10	82 00	47 60	41	----------	----------	----	57 00	47 60	16
Atwater	55 00	50 40	08	86 00	50 40	41	----------	----------	----	59 00	50 40	14
Merced	59 00	54 60	07	94 00	54 60	41	----------	----------	----	63 00	54 60	13
Plainsburg	65 00	61 60	05	106 00	61 60	41	----------	----------	----	69 00	61 60	10
Minturn	69 00	64 40	06	114 00	64 40	43	----------	----------	----	73 00	64 40	11
Berenda	73 00	70 00	04	122 00	70 00	42	----------	----------	----	77 70	70 00	09
Madera	78 00	70 00	10	132 00	70 00	46	----------	----------	----	82 00	70 00	14
Borden	79 00	70 00	11	134 00	70 00	47	----------	----------	----	83 00	70 00	15
Sycamore	84 00	70 00	16	144 00	70 00	51	72 00	70 00	02	88 00	70 00	20
Fresno	89 00	70 00	21	154 00	70 00	56	78 00	70 00	10	93 00	70 00	24
Fowler	95 00	77 00	18	166 00	77 00	53	82 80	77 00	05	99 00	77 00	22
Kingsburg	100 00	84 00	16	176 00	84 00	52	87 60	84 00	04	104 00	84 00	19
Cross Creek	104 00	84 00	19	184 00	84 00	54	90 00	84 00	06	108 00	84 00	22
Goshen	108 00	84 00	22	192 00	84 00	56	94 80	84 00	11	112 00	84 00	25
Hanford	117 00	88 90	24	210 00	88 90	57	105 60	88 90	15	121 00	88 90	26
Lemoore	123 00	92 42	24	222 00	92 42	58	112 80	92 42	18	127 00	92 42	27
Heinlen	127 00	94 50	25	230 00	94 50	63	116 40	94 50	18	131 00	94 50	27

Huron	134 00	98 00	26	244 00	98 00	60	122 40	98 00	19	138 00	98 00	28
Tulare	112 00	84 00	25	200 00	84 00	58	99 60	84 00	15	116 00	84 00	27
Tipton	116 00	84 00	27	208 00	84 00	59	104 40	84 00	19	120 00	84 00	30
Alila	120 00	84 00	30	216 00	84 00	61	109 20	84 00	23	124 00	84 00	32
Delano	123 00	84 00	31	222 00	84 00	62	112 80	84 00	25	127 00	84 00	33
Posa	127 00	84 00	33	230 00	84 00	63	116 40	84 00	27	131 00	84 00	35
Lerda	129 00	84 00	34	234 00	84 00	64	118 80	84 00	28	133 00	84 00	36
Sumner	132 00	84 00	36	240 00	84 00	65	121 20	84 00	30	136 00	84 00	38
Pampa	135 00	84 00	37	246 00	84 00	65	123 60	84 00	32	139 00	84 00	39
Caliente	137 00	84 00	31	250 00	84 00	66	124 80	84 00	32	141 00	84 00	40
Keene	139 00	84 00	39	254 00	84 00	66	126 00	84 00	33	143 00	84 00	41
Girard	140 00	84 00	42	256 00	84 00	67	127 20	84 00	34	144 00	84 00	41
Tehachipa Summit	140 00	84 00	42	256 00	84 00	67	127 20	84 00	34	144 00	84 00	41
Cameron	141 00	84 00	40	258 00	84 00	67	128 40	84 00	34	145 00	84 00	42
Nadean	141 00	84 00	40	258 00	84 00	67	128 40	84 00	34	145 00	84 00	42
Mojave	142 00	84 00	40	260 00	84 00	67	129 60	84 00	35	146 00	84 00	42

NOTE.—No account made of fractions.

STATEMENT C—Continued.

FROM—	Potatoes—Sweet.			Potatoes—Irish.			Green Fruit and Vegetables.			California Wines.		
	Former	Present	Per cent. decrease.	Former	Present	Per cent. decrease.	Former	Present	Per cent. decrease.	Former	Present	Per cent. decrease.
Redding	$122 00	$60 00	50	$122 00	$60 00	50				$114 00	$84 00	26
Clear Creek	120 00	60 00	50	120 00	60 00	50				112 00	84 00	25
Anderson	118 00	60 00	49	118 00	60 00	49				110 00	84 00	23
Cottonwood	114 00	60 00	47	114 00	60 00	47				106 00	84 00	20
Buckeye	114 00	60 00	47	114 00	60 00	47				106 00	84 00	20
Hooker	112 00	60 00	46	112 00	60 00	46				104 00	84 00	19
Red Bluff	108 00	60 00	44	108 00	60 00	44				100 00	84 00	16
Rawson	104 00	60 00	42	104 00	60 00	42				96 00	84 00	12
Tylers	100 00	60 00	40	100 00	60 00	40				92 00	84 00	08
Tehama	98 00	60 00	38	98 00	60 00	38				92 00	84 00	08
Sesma	98 00	59 50	39	98 00	59 50	39				92 00	83 30	09
Vina	92 00	57 50	37	92 00	57 50	37				86 00	80 50	06
Soto	88 00	56 50	24	88 00	56 50	24				82 00	79 10	03
Cana	86 00	56 00	35	86 00	56 00	35				80 00	78 40	02
Anita	84 00	55 50	33	84 00	55 50	33				78 00	77 70	----
Nord	82 00	55 00	32	82 00	55 00	32						
Shaws	80 00	54 50	31	80 00	54 50	31						
Chico	76 00	53 50	29	76 00	53 50	29						
Roble	76 00	52 50	30	76 00	52 50	30						
Durham	76 00	52 00	31	76 00	52 00	31						
Nelson	72 00	50 50	29	72 00	50 50	29						
Silsbys	70 00	49 50	29	70 00	49 50	29						
Biggs	68 00	48 00	29	68 00	48 00	29						
Gridley	64 00	47 50	25	64 00	47 50	25						
Live Oak	64 00	44 50	30	64 00	44 50	30						
Lonio	60 00	44 00	26	60 00	44 00	26						
Marysville	56 00	44 00	21	56 00	44 00	21						
Yuba	56 00	44 00	21	56 00	44 00	21						
Reeds	56 00	44 00	21	56 00	44 00	21						

Wheatland	56 00	44 00	21	56 00	44 00	21						
Sheridan	56 00	44 00	21	56 00	44 00	21						
Ewing	54 00	42 00	22	54 00	42 00	22						
Lincoln	52 00	42 00	19	52 00	42 00	19						
Junction	48 00	38 00	20	48 00	38 00	20						
Antelope	44 00	38 00	13	44 00	38 00	13						
Arcade	40 00	38 00	05	40 00	38 00	05						
American River												
Sacramento												
Brighton												
Florin												
Elk Grove												
McConnells												
Galt	32 00	27 50	14	32 00	27 50	14						
Ione		42 50			42 50							
Acampo	30 00	22 50		30 00	22 50							
Lodi	30 00	22 00	26	30 00	22 00	26						
Castle	30 00	22 00	26	30 00	22 00	26						
Stockton	28 00	22 00	21	28 00	22 00	21						
Lathrop	28 00	22 00	21	28 00	22 00	21				24 00	23 00	04
San Joaquin River	28 00	21 00	25	28 00	21 00	25				24 00	23 00	04
Banta	28 00	21 00	25	28 00	21 00	25				24 00	23 00	04
Tracy	28 00	21 00	25	28 00	21 00	25				24 00	23 00	04
Ellis	28 00	21 00	25	28 00	21 00	25				24 00	23 00	04
Midway	26 00	22 50	13	26 00	22 50	13						
Altamont	26 00	22 50	13	26 00	22 50	13						
Livermore	26 00	22 50	13	26 00	22 50	13						
Pleasanton	24 00	22 50	06	24 00	22 50	06						
Sunol	20 00	15 00	25	20 00	15 00	25						
San José	26 00	22 00	15	26 00	22 00	15						
Wayne	24 00	22 00	08	24 00	22 00	08						
Milpitas	18 00	12 50	30	18 00	12 50	30						
Warm Springs	18 00	10 00	44	18 00	10 00	44				16 00	14 00	12
Washington	18 00	10 00	44	18 00	10 00	44				16 00	14 00	12
Niles	16 00	10 00	37	16 00	10 00	37				16 00	14 00	12
Decoto	16 00	10 00	37	16 00	10 00	37				16 00	14 00	12
Haywards	16 00	10 00	37	16 00	10 00	37				16 00	14 00	12
Lorenzo	14 00	10 00	28	14 00	10 00	28						
San Leandro	14 00	10 00	28	14 00	10 00	28						
Melrose	14 00	10 00	28	14 00	10 00	28						

STATEMENT C—Continued.

FROM—	Potatoes—Sweet.			Potatoes—Irish.			Green Fruit and Vegetables.			California Wines.		
	Former	Present	Per cent. decrease.	Former	Present	Per cent. decrease.	Former	Present	Per cent. decrease.	Former	Present	Per cent. decrease.
Murrano	$37 00	$22 00	40	$32 50	$22 00	32	$37 00	$32 50	12	$28 50	$23 10	18
Ripon	43 00	24 00	44	35 50	24 00	32	43 00	35 50	17	31 50	27 30	13
Salida	44 00	28 00	36	37 00	28 00	24	44 00	36 00	16	33 00	28 00	15
Modesto	48 00	32 00	33	40 00	32 00	20	48 00	38 00	20	36 00	30 80	14
Ceres	52 00	34 00	34	41 00	34 00	17	52 00	40 00	23	37 00	33 60	09
Keyes	56 00	34 00	39	43 00	34 00	20	56 00	42 00	25	39 00	35 00	10
Turlock	60 00	34 00	43	46 00	34 00	20	60 00	44 00	26	42 00	39 20	06
Cressey	70 00	34 00	51	51 00	34 00	33	70 00	49 00	30	47 00	44 80	04
Arena	74 00	40 00	45	53 00	40 00	24	74 00	51 00	31	49 00	47 60	02
Atwater	78 00	40 00	48	55 00	40 00	26	78 00	53 00	32	51 00	50 40	01
Merced	84 00	42 00	50	59 00	42 00	28	84 00	56 00	33	55 00	54 60	----
Plainsburg	94 00	46 00	51	65 00	46 00	29	94 00	61 00	35	61 00	61 60	----
Minturn	102 00	50 00	50	69 00	50 00	27	102 00	65 00	36	65 00	64 40	----
Berenda	110 00	50 00	54	73 00	50 00	31	110 00	69 00	37	69 00	70 00	----
Madera	118 00	50 00	57	78 00	50 00	35	118 00	73 00	38	74 00	70 00	05
Borden	120 00	50 00	58	79 00	50 00	36	120 00	74 00	38	75 00	70 00	06
Sycamore	130 00	50 00	61	84 00	50 00	40	130 00	79 00	39	80 00	70 00	12
Fresno	140 00	50 00	64	89 00	50 00	43	140 00	84 00	40	85 00	70 00	17
Fowler	150 00	55 00	63	95 00	55 00	42	150 00	89 00	40	91 00	77 00	15
Kingsburg	160 00	60 00	62	100 00	60 00	40	160 00	94 00	41	96 00	84 00	12
Cross Creek	164 00	60 00	63	104 00	60 00	42	164 00	96 00	41	100 00	84 00	16
Goshen	172 00	60 00	65	108 00	60 00	44	172 00	100 00	58	104 00	84 00	19
Hanford	190 00	63 50	66	117 00	63 50	45	190 00	109 00	42	113 00	88 90	20
Lemoore	202 00	66 00	67	123 00	66 00	46	202 00	115 00	43	119 00	92 40	22
Heinlen	208 00	67 50	67	127 00	67 50	46	208 00	118 00	43	123 00	94 50	23
Huron	218 00	70 00	67	134 00	70 00	47	218 00	123 00	43	130 00	98 00	24
Tulare	180 00	60 00	66	112 00	60 00	46	180 00	104 00	42	108 00	84 00	22

Tipton	188 00	60 00	68	116 00	60 00	48	188 00	108 00	42	112 00	84 00	25
Alila	194 00	60 00	69	120 00	60 00	50	194 00	111 00	42	116 00	84 00	27
Delano	200 00	60 00	70	123 00	60 00	51	200 00	114 00	43	119 00	84 00	29
Posa	206 00	60 00	70	127 00	60 00	52	206 00	117 00	43	123 00	84 00	31
Lerda	210 00	60 00	71	129 00	60 00	53	210 00	119 00	43	125 00	84 00	32
Sumner	214 00	60 00	71	132 00	60 00	54	214 00	121 00	43	128 00	84 00	34
Pampa	218 00	60 00	72	135 00	60 00	55	218 00	123 00	43	131 00	84 00	35
Caliente	220 00	60 00	72	137 00	60 00	56	220 00	124 00	43	133 00	84 00	36
Keene	224 00	60 00	73	139 00	60 00	56	224 00	126 00	43	135 00	84 00	37
Girard	226 00	60 00	73	140 00	60 00	57	226 00	127 00	43	136 00	84 00	38
Tehachapi Summit	226 00	60 00	73	140 00	60 00	57	226 00	127 00	43	136 00	84 00	38
Cameron	228 00	60 00	73	141 00	60 00	57	228 00	128 00	44	137 00	84 00	38
Nadean	228 00	60 00	73	141 00	60 00	57	228 00	128 00	44	137 00	84 00	38
Mojave	230 00	60 00	73	142 00	60 00	57	230 00	129 00	43	138 00	84 00	39

NOTE.—No account taken of fractions.

STATEMENT D.

General Passenger Rates made during 1878 on the Central Pacific and leased roads.

Date.	Class.	From—	To—	Reduction below tariff.	Tariff rates.
1878.					
Dec. 18	Local coupon	San Francisco	Mojave, for Independence	$18 00	$21 15
Dec. 18	Local coupon	San José	Mojave, for Independence	18 00	21 15
Dec. 18	Local coupon	Stockton	Mojave, for Independence	18 00	21 15
Dec. 18	Local coupon	Sacramento	Mojave, for Independence	18 00	21 15
Dec. 15	Local coupon	San Francisco	Mojave, for Darwin	18 00	21 15
Dec. 15	Local coupon	San José	Mojave, for Darwin	18 00	21 15
Dec. 15	Local coupon	Stockton	Mojave, for Darwin	18 00	21 15
Dec. 15	Local coupon	Sacramento	Mojave, for Darwin	18 00	21 15
Dec 2	3d class	Oakland Wharf	Los Angeles	12 00	23 00
Nov 28	Special 1st	Oakville	San Francisco	2 25	2 75
Nov 19	Special 1st	San Francisco	Napa	1 50	2 00
Nov. 19	Special 1st	San Francisco	Oak Knoll	1 75	2 25
Nov 19	Special 1st	San Francisco	Yountville	2 00	2 50
Nov 19	Special 1st	San Francisco	Oakville	2 25	2 75
Nov 19	Special 1st	San Francisco	Rutherford	2 25	2 75
Nov 19	Special 1st	San Francisco	St. Helena	2 50	3 00
Nov 19	Special 1st	San Francisco	Walnut Grove	2 75	3 25
Nov. 19	Special 1st	San Francisco	Calistoga	3 00	3 50
Nov 16	Special 1st	Calistoga	San Francisco	3 00	3 50
Nov. 16	Special 1st	St. Helena	San Francisco	2 50	3 00
Nov. 16	Special 1st	Rutherford	San Francisco	2 25	2 75
Nov. 16	Special 1st	Yountville	San Francisco	2 00	2 50
Nov 7	Special 1st	Lathrop	San Francisco	3 00	3 50
Nov 7	Special 2d	Lathrop	San Francisco	1 50	3 50
Nov. 7	Round trip	Lathrop	San Francisco	6 00	7 00
Nov 10	Round trip (Sunday)	Oakland	Byron	3 00	4 50
Nov. 10	Round trip (Sunday)	Oakland Wharf	Byron	3 00	4 50
Nov. 10	Round trip (Sunday)	San Francisco	Byron	3 00	4 50
Oct. 24	Local coupon	Sacramento	Ione, for Plymouth	2 75	3 50
Oct. 24	Local coupon	San Francisco	Ione, for Plymouth	5 50	6 25
Oct. 3	Round trip	Los Angeles	Sacramento	34 00	46 00
Oct. 3	Round trip	Sacramento	Los Angeles	34 00	46 00
Oct. 3	Round trip	Stockton	Los Angeles	34 00	46 00
Oct. 3	Round trip	San José	Los Angeles	34 00	46 00
Oct. 3	Round trip	Los Angeles	San Francisco	34 00	46 00
Oct. 3	Round trip	Oakland	Los Angeles	34 00	46 00
Oct. 3	Round trip	San Francisco	Los Angeles	34 00	46 00
Sept. 18	Local coupon	Sacramento	Ione, for Mokelumne Hill	2 75	3 50
Sept. 18	Local coupon	San Francisco	Ione, for Mokelumne Hill	5 50	6 25
Sept. 15	Round trip (Sunday)	San Francisco	Brentwood	2 00	3 00
Sept. 10	Emigrant	Livermore	Los Angeles	12 00	23 00
Sept. 10	Emigrant	Pleasanton	Los Angeles	12 00	23 00
Sept. 6	Round trip	San Francisco	Martinez	1 00	2 00
Sept. 6	Round trip	San Francisco	San Pablo	75	1 00
Sept. 5	Local coupon	Oakland	Newhall, for San Buenaventura	19 00	23 00
Sept. 5	Local coupon	Oakland	Newhall, for Santa Barbara	19 00	23 00
Sept. 5	Local coupon	San Francisco	Newhall, for San Buenaventura	19 00	23 00
Sept. 5	Local coupon	San Francisco	Newhall, for Santa Barbara	19 00	23 00
Sept. 1	Ind. monthly commutation	Pinole	San Francisco	10 00	54 00
Sept. 1	Ind. monthly commutation	San Pablo	San Francisco	7 00	36 00
Sept. 1	Ind. monthly commutation	San Francisco	Pinole	10 00	54 00
Sept. 1	Ind. monthly commutation	San Francisco	San Pablo	7 00	36 00
Aug. 16	Round trip (bathing)	Ogden	Booneville	50	75
Aug. 1	Local coupon	Sacramento	Reno, for Bodie	12 75	12 75
Aug. 1	Local coupon	Stockton	Reno, for Bodie	13 00	14 75
Aug. 1	Local coupon	San Francisco	Reno, for Bodie	11 00	16 75
July 13	Round trip (Saturday and Sunday)	Melrose	San José	1 00	4 00
July 13	Round trip (Saturday and Sunday)	East Oakland	San José	1 00	4 00
July 13	Round trip (Saturday and Sunday)	Oakland	San José	3 00	4 00
July 13	Round trip (Saturday and Sunday)	San Francisco	San José	3 00	4 00
July 7	Round trip (Saturday and Sunday)	Oakland	San Pablo	75	1 00
July 7	Round trip (Saturday and Sunday)	Oakland	Martinez	1 00	2 00
July 7	Round trip (Saturday and Sunday)	Oakland Wharf	San Pablo	75	1 00
July 7	Round trip (Saturday and Sunday)	Oakland Wharf	Martinez	1 00	2 00

STATEMENT D—Continued.

Date.	Class.	From—	To—	Reduction below tariff.	Tariff rates.
1878.					
July 7	Round trip (Saturday and Sunday)	San Francisco	San Pablo	$0 75	$1 20
July 7	Round trip (Saturday and Sunday)	San Francisco	Martinez	1 00	2 00
May 25	Special 1st	Stockton	San Francisco	3 00	3 50
May 25	Round trip	Stockton	San Francisco	5 00	7 00
May 25	Special 1st	Sacramento	San Francisco	3 00	4 00
May 25	Round trip	Sacramento	San Francisco	5 00	8 00
May 25	Special 1st	Napa	San Francisco	1 50	2 00
May 25	Special 1st	San Francisco	Napa	1 50	2 00
May 25	Special 1st	San Francisco	Sacramento	3 00	4 00
May 25	Round trip	San Francisco	Sacramento	5 00	8 00
May 25	Special 1st	San Francisco	Stockton	3 00	3 50
May 25	Round trip	San Francisco	Stockton	5 00	7 00
May 1	30-trip commutation	Rutherford	San Francisco	56 00	82 50
May 1	Ind. monthly commutation	Washington	San Francisco	11 00	90 00
May 1	Ind. monthly commutation	Niles	San Francisco	10 00	75 00
May 1	Ind. monthly commutation	Decoto	San Francisco	9 00	75 00
May 1	Ind. monthly commutation	Haywards	San Francisco	7 50	45 00
May 1	Ind. monthly commutation	San Leandro	San Francisco	5 00	30 00
May 1	Ind. monthly commutation	Melrose	San Francisco	4 00	18 00
May 1	Ind. monthly commutation	San Francisco	Fruit Vale	3 00	9 00
May 1	Ind. monthly commutation	San Francisco	Melrose	4 00	18 00
May 1	Ind. monthly commutation	San Francisco	San Leandro	5 00	30 00
May 1	Ind. monthly commutation	San Francisco	Lorenzo	6 00	45 00
May 1	Ind. monthly commutation	San Francisco	Haywards	7 50	45 00
May 1	Ind. monthly commutation	San Francisco	Decoto	9 00	75 00
May 1	Ind. monthly commutation	San Francisco	Niles	10 00	75 00
May 1	Ind. monthly commutation	San Francisco	Washington	11 00	90 00
April 18	Emigrant	Wells	San Francisco	30 00	44 25
April 18	Emigrant	Elko	San Francisco	30 00	40 25
April 18	Emigrant	Carlin	San Francisco	30 00	38 50
April 18	Emigrant	Palisade	San Francisco	30 00	37 75
April 14	Round trip (Sunday)	Alameda	San Francisco	25	30
April 14	Round trip (Sunday)	Oakland	San Francisco	25	30
April 14	Round trip (Sunday)	East Oakland	San Francisco	25	30
April 14	Round trip (Sunday)	Oakland Wharf	San Francisco	25	30
April 12	Special 1st	Corinne	San Francisco	48 00	53 00
April 12	Special 2d	Corinne	San Francisco	40 00	53 00
April 12	Special 3d	Corinne	San Francisco	30 00	53 00
April 12	Special 1st	Ogden	San Francisco	48 00	53 00
April 12	Special 2d	Ogden	San Francisco	40 00	53 00
April 12	Special 3d	Ogden	San Francisco	30 00	53 00
April 12	Special 1st	Kelton	San Francisco	48 00	53 00
April 12	Special 2d	Kelton	San Francisco	40 00	53 00
April 12	Special 3d	Kelton	San Francisco	30 00	53 00
April 12	Special 1st	Colfax	Ogden	48 00	53 00
April 12	Special 2d	Colfax	Ogden	40 00	53 00
April 12	Special 3d	Colfax	Ogden	30 00	53 00
April 12	Special 1st	Marysville	Ogden	48 00	53 00
April 12	Special 2d	Marysville	Ogden	40 00	53 00
April 12	Special 3d	Marysville	Ogden	30 00	53 00
April 12	Special 1st	Sacramento	Ogden	48 00	53 00
April 12	Special 2d	Sacramento	Ogden	40 00	53 00
April 12	Special 3d	Sacramento	Ogden	30 00	53 00
April 12	Special 1st	Stockton	Ogden	48 00	53 00
April 12	Special 2d	Stockton	Ogden	40 00	53 00
April 12	Special 3d	Stockton	Ogden	30 00	53 00
April 12	Special 1st	Lathrop	Ogden	48 00	53 00
April 12	Special 2d	Lathrop	Ogden	40 00	53 00
April 12	Special 3d	Lathrop	Ogden	30 00	53 00
April 12	Special 1st	San José	Ogden	48 00	53 00
April 12	Special 2d	San José	Ogden	40 00	53 00
April 12	Special 3d	San José	Ogden	30 00	53 00
April 12	Special 1st	Oakland	Ogden	48 00	53 00
April 12	Special 2d	Oakland	Ogden	40 00	53 00

STATEMENT D—Continued.

Date.	Class.	From—	To—	Reduction below tariff.	Tariff rates.
1878.					
April 12	Special 3d	Oakland	Ogden	$30 00	$53 00
April 12	Special 1st	San Francisco	Ogden	48 00	53 00
April 12	Special 2d	San Francisco	Ogden	40 00	53 00
April 12	Special 3d	San Francisco	Ogden	30 00	53 00
April 9	Local coupon (round trip)	San Francisco	Geysers, via Calistoga	5 00	7 00
April 9	Local coupon (round trip)	San Francisco	Geysers, via Calistoga	3 00	3 50
April 9	Local coupon (round trip)	San Francisco	Geysers, via Calistoga	3 00	3 50
March 1	Round trip	Sacramento	San Francisco	6 00	8 00
March 1	Round trip	San Francisco	Sacramento	6 00	8 00
Jan. 2	Emigrant	Santa Ana	San Francisco	14 00	25 00
	Totals (showing a reduction of 39.58 per cent.)			$2,302 25	$3,810 45
Oct. 10	Round trip, between Lathrop, Los Angeles, and intermediates (showing a reduction of 27.90 per cent.)			21,002 50	29,131 80
	Grand totals (which shows a reduction for the year 1878 of 29.29 per cent.)			$23,304 75	$32,942 25

STATEMENT E.

Southern Pacific Railroad—Northern Division. List of reduced rates on freight issued between January 1st, 1878, and June 30th, 1879.

Date.	Articles.	Stations.	Reduced rates.	Former rate.	Present rate.	Per cent. of reduction.
1878.						
January 2	Asphaltum, car lots	From Sargents to San Francisco	$26 00	$33 00	$26 00	.21
January 21	Cigar boxes, in cases or crates	From San Francisco to Gilroy	1st class, 20 cents per 100 pounds	40	20	.50
January 29	Milk, 1 gallon can each day	Between Belmont and Fair Oaks	$1 50 per month			
January 29	Grain, car lots	From Bolsa to Gilroy	$1 00 per ton	1 20	1 00	.16
March 13	Grain, car lots	Between San Francisco and Lawrences	$1 70 per ton	1 75	1 70	.3
March 13	Grain, car lots	Between San Francisco and Murphys	$1 60 per ton	1 70	1 60	.6
March 30	Grain, car lots	Between Coyote and San José	$1 00 per ton	1 20	1 00	.16
April 4	Wood pipe, car lots	From all Stations to all Stations	4th class	20 00	16 00	.20
June 1	Sheet iron pipe, in less than car-loads	From all Stations to all Stations	1st class	1 50	1 00	.33
June 1	Sheep, in small cars	From all Stations to all Stations	25 per cent. off 5th class			.33
June 1	Trees, loose	From all Stations to all Stations	Same as shrubbery			
June 1	Telegraph poles, car lots	From all Stations to all Stations	4th class			
June 25	Grain, car lots	Between Mountain View and San Francisco	$1 25 per ton	1 50	1 25	.18
June 25	Grain, car lots	Between Castros and San Francisco	$1 25 per ton	1 50	1 25	.18
June 27	Separators, over 20 feet long, at estimated weight of 12,000 pounds	From all Stations to all Stations	1st class	1 50	1 00	.33
July 1	Shingles, shakes, pickets, and fence posts	Between Pajaro and San José	$16 00 per car load	19 00	16 00	.15
July 13	Grain, in car lots	Between Mountain View and San José	$1 00 per ton	1 40	1 00	.28
July 23	Coke, in less than car lots	Between San Francisco and San José	10 cents per 100 pounds	20	10	.50
July 26	Coke, in less than car lots	Between San Francisco and Santa Clara	10 cents per 100 pounds	20	10	.50
July 26	Grain, in car lots	Between Gilroy and Tres Pinos	$1 25 per ton	1 80	1 25	.39
August 19	Hay	From Santa Clara to San Bruno	$14 00 per car	16 00	14 00	.12
September 13	Grain derricks, K. D., pole over 30 feet in length, estimated weight 4,000 pounds	From Hollister to Santa Clara	1st class reduced from 1½, 1st	1 50	1 00	.33
September 14	Lumber, shingles, shakes, and fence posts	Between Santa Clara and Pajaro	$16 00 per car load	20 00	16 00	.25

STATEMENT E—Continued.

Date.	Articles.	Stations.	Reduced rates.	Former rate.	Present rate.	Per cent. of reduction.
1879.						
September 17.	Grain, in car lots	From Petersons to San Francisco	$1 85 per ton	$2 30	$1 85	.24
October 4	Peas, in any quantity	From Pajaro to San Francisco	$3 00 per ton			
October 4	Peas, in any quantity	From Castroville to San Francisco	$3 00 per ton			
October 4	Peas, in any quantity	From Salinas to San Francisco	$3 25 per ton			
November 4	Powder, car lots	From San Francisco to San José	27 cents per 100 pounds	75 00	54 00	.28
November 4	Powder, car lots	From San Francisco to Santa Clara	27 cents per 100 pounds	75 00	54 00	.28
December 12	Grain, in car lots	Between Santa Clara and Castroville	$2 00 per ton	3 00	2 00	.33
December 12	Grain, in car lots	Between Santa Clara and Pajaro	$2 00 per ton	3 00	2 00	.33
December 24	Wrapping paper, in lots of 8 tons or more, shipper to load, provided that in no case shall the charge for less than 8 tons exceed $12 80	Between Santa Clara and San Francisco	$1 60 per ton	2 00	1 60	.25
1879.						
February 1	Quicksilver, flasks returned	From all Stations to all Stations	One-half 1st class; 50 per cent. reduction	1 00	50	.50
February 14	Mill stuffs	From Hollister to Millbrae	$35 00 per car-load	38 00	35 00	.8
February 28	Grain, flour, etc., car lots	Between Salinas and Santa Clara	$2 30 per ton	3 60	2 30	.36
March 6	Lime, in bulk or barrels	From San José to San Francisco	$14 00 per car-load	15 00	14 00	.6
March 21	Grain, flour, etc., car lots	Between Cemetery and San Francisco	$2 40 per ton	2 60	2 40	.8
March 21	Grain, flour, etc., car lots	Between Eden Vale and San Francisco	$2 65 per ton	3 00	2 65	.10
March 21	Grain, flour, etc., car lots	Between Coyote and San Francisco	$2 65 per ton	3 00	2 65	.10
March 21	Grain, flour, etc., car lots	Between Perrys and San Francisco	$2 85 per ton	3 00	2 85	.5
March 21	Grain, flour, etc., car lots	Between Madrone and San Francisco	$2 95 per ton	3 00	2 95	.1⅔
April 1	Hay	Between Hollister and San Francisco	$32 00 per car	35 00	32 00	.8
April 7	Cattle, small cars	From Soledad to Mayfield	$28 00 per car	33 00	28 00	.15
April 7	Cattle, long cars	From Soledad to Mayfield	$37 33 per car	44 00	37 33	.15
April 11	Hay	From Murphys to San Francisco	$15 00 per car	16 00	15 00	.6
April 16	Wood	From San Mateo to San Francisco	$10 00 per car	13 00	10 00	.23
April 16	Wood	From Redwood to San Francisco	$10 00 per car	13 00	10 00	.23
April 23	Wool, not compressed	From Soledad to San Francisco	$8 00 per ton; maximum charge for a car full, $72 00	9 00	8 00	.11
April 23	Wool, not compressed	From Gonzales to San Francisco	$8 00 per ton; maximum charge for a car full, $70 00	9 00	8 00	.11

April 23	Wool, not compressed	From Chualar to San Francisco	$7 50 per ton; maximum charge for a car full, $66 00	8 25	7 50	.12
April 23	Wool, not compressed	From Salinas to San Francisco	$7 00 per ton; maximum charge for a car full, $56 00	7 50	7 00	.6
April 23	Wool, not compressed	From Castroville to San Francisco	$6 00 per ton; maximum charge for a car full, $46 00	7 50	6 00	.20
April 23	Wool, not compressed	From Pajaro to San Francisco	$6 00 per ton; maximum charge for a car full, $46 00	7 50	6 00	.20
April 23	Wool, not compressed	From Sargents to San Francisco	$6 00 per ton; maximum charge for a car full, $46 00	7 50	6 00	.20
April 29	Wood	From San Martine to San José	$10 00 per car	13 00	10 00	.23
April 29	Wood	From Tennants to San José	$10 00 per car	13 00	10 00	.23
April 29	Wood	From Sargents to San José	$13 00 per car	14 00	13 00	.7
April 29	Wood	From Sand-cut to San José	$13 00 per car	15 00	13 00	.13
May 1	Tan bark	From Redwood to Santa Clara	$10 00 per car	12 00	10 00	.16
May 7	Wood	From Tennants to Petersons	$10 00 per car	13 00	10 00	.23
May 12	4th class freights	Between San José and Oak Grove	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between San José and Millbrae	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between San José and San Bruno	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between San José and Baden	$15 00 per car	16 00	15 00	.6
May 12	4th class frieghts	Between San José and Colma	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between San José and San Miguel	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between San José and Bernal	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between San José and San Francisco	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between Santa Clara and San Bruno	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between Santa Clara and Baden	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between Santa Clara and Colma	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between Santa Clara and San Miguel	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between Santa Clara and Bernal	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between Santa Clara and San Francisco	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between Lawrences and Baden	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between Lawrences and Colma	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between Lawrences and San Miguel	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between Lawrences and Bernal	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between Lawrences and San Francisco	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between Murphys and Colma	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between Murphys and San Miguel	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between Murphys and Bernal	$15 00 per car	16 00	15 00	.6
May 12	4th class freights	Between Murphys and San Francisco	$15 00 per car	16 00	15 00	.6
May 12	Wood	Between Redwood and Colma	$10 00 per car	13 00	10 00	.23
May 26	Wood	Between Redwood and Bernal	$10 00 per car	14 00	10 00	.28
June 1	Live stock, except sheep	Between Soledad and San Francisco	$41 00 per small car	44 00	41 00	.6
June 3	Hay	Between Bolsa and San Francisco	$31 00 per car	33 00	31 00	.6

STATEMENT E—Continued.

Date.	Articles.	Stations.	Reduced rates.	Former rate.	Present rate.	Per cent. of reduction.
1879.						
June 7	Grain bags, car lots	From San Francisco to Salinas	$5 00 per ton	$6 00	$5 00	.16
June 7	Bricks, common	From Mountain View to Industrial School	$14 00 per car	15 00	14 00	.6
June 9	Live stock, except sheep	Between Soledad and San Francisco	$54 67 per long car	58 67	54 67	.7
June 12	Flour (destined to Monterey), in car lots	From Hollister to Salinas	$2 00 per ton	2 40	2 00	.16
June 17	Lumber and shingles	From Redwood to San José	$12 00 per car	14 00	12 00	.14
June 19	Grain bags, car lots	From San Francisco to Castroville	$3 50 per ton	5 00	3 50	.30
June 19	Grain	From Mountain View to Santa Clara	$95 cents per ton	1 20	95	.20

The San Francisco and North Pacific Railroad Company have made the following reductions below legal rates on freight on certain sections of their road:

TO DONAHUE FROM—	TARIFF, APRIL 1, 1878.		TARIFF, JUNE 1, 1878.	
	Lumber—Per Car.	Wood—Per Car, (8 Cords).	Lumber—Per Car.	Wood—Per Car, (8 Cords).
Guerneville	$27 50	$21 60	$26 00	$18 00
Korbel's	26 50	20 80	26 00	18 00
Green Valley	----------	20 80	----------	18 00
Forestville	----------	20 00	----------	17 00
Laguna	----------	20 00	----------	17 00
Meacham's	----------	19 20	----------	17 00

SPECIAL RATES.

	Old Rate.	New Rate.
Coal for Gas-works—Donahue to Santa Rosa, per ton	$1 70	$1 50
Coal for Gas-works—Donahue to Healdsburg, per ton	2 00	1 75
Wool—Cloverdale to San Francisco, per 100 pounds	48	40
Wool—San Francisco to Petaluma, per ton	2 00	1 25
Passenger rates—between Petaluma and San Francisco	1 50	1 00

The North Pacific Coast Railroad Company have made no reduction in freight rates, but have made special passenger rates as follows:

FROM SAN FRANCISCO TO—	Regular Rate.	Special Rate.
Duncan's Mills and return, Sunday excursion	$6 00	$4 00
Tomales and south to Marshall's and return, Sunday excursion	5 00	3 00
Olema and return, Sunday excursion	3 00	2 00
Fairfax and return, Sunday excursion	2 00	1 00
San Rafael and return, Sunday excursion	1 00	50
Duncan's Mills and return, three days' excursion	----------	5 00
Tomales and return, three days' excursion	----------	3 00
Olema and return, three days' excursion	----------	2 50
Fairfax and return, three days' excursion	----------	1 00
San Rafael and return, week days	----------	50

No information showing reductions in rates on any other railroad has reached this office.

It will not be asserted that the reductions, as shown in the foregoing tables, would not have been made had there been no discussion of the transportation question, and had not a Commission been established by the Legislature. But the fact of their having been made is evidence that the managers of the roads on which they were made had discovered that their own interest ran nearly parallel with that of the public, and which cannot long be ignored without injury to both.

These reductions in freight and passenger rates, while they are valuable in themselves to producers and travelers, are yet more serviceable in showing that an enlightened self-interest is being developed on the part of the transportation companies which cannot but

be productive of good alike to the shipper and the carrier. A warfare between common carriers and their patrons is detrimental to the interests of both, and when a disposition is shown on the part of the former to meet the just demands of the latter it would seem to mark the commencement of a better era.

The following are summaries of statistics deduced from the reports of the several railroad companies for the year ending December 31st, 1877, and for the year ending December 31st, 1878. They will serve to show their condition, operation, and management since the report of my predecessors in office was made.

The financial condition of the corporations, together with their future prospects as deduced from the facts therein presented, will be of service to the public, as well as to the parties directly interested in the business of transportation.

SUMMARY OF RETURNS FOR YEAR ENDING DECEMBER 31ST, 1877.

NUMBER OF CORPORATIONS.

Returns have been received from thirty corporations organized in this State. As compared with the report for the year ending June 30th, 1877, the names of two* have disappeared from the list, and two† have been added thereto. Of the whole number, twenty are of the standard gauge (4 feet 8½ inches), and ten are of the narrow gauge (3 feet).

MILEAGE OF ROADS.

The total length of the railroads belonging to companies and corporations organized within this State, which are required to make an annual report to this office, was, for the year ending December 31st, 1877, 2,698.7487 miles of main line and branches, and of sidings 300.2045 miles, making in all, estimated as single track, the equivalent of 2,998.9532 miles. Of these totals there are within the limits of California 2,099.3387 miles of main line and branches and 243.3941 miles of sidings, the equivalent of 2,342.7328 miles of single track, being an increase in mileage for the year of 315.2081 miles (including 4.0201 without the State).

There are within the State, of the standard gauge, 1,880.8037 miles main line and branches, and 225.1411 miles of sidings, being an aggregate of 2,105.9448 miles single track.

Of the narrow or three-foot gauge, there are within the State 218.5350 miles main line and branches, and 18.2530 miles of sidings, aggregating 236.7880 miles of single track.

There were constructed during the year, within the State, 311.1880 miles, roadway and sidings, of which 253.6880 miles were of the standard gauge, and 57.50 miles were of the narrow or three-foot gauge.

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* The Placerville and Sacramento Valley Railroad Company and the Stockton and Visalia Railroad Company; the former purchased by the Sacramento and Placerville Railroad Company, and the latter consolidated with the Stockton and Copperopolis Railroad Company.

† The Bay and Coast Railroad Company and the Salmon Creek Railroad Company.

There were laid during the year of new rails 644.1005 miles within the State. Of these 550.1005 were of standard gauge and 114.00 miles of narrow gauge, 494.8865 being steel and 169.2140 miles iron rail. There were 94.7312 miles of iron rail replaced by steel rail within the State.

RECAPITULATION.

	Within State, (Miles).	Total, (Miles).
Standard Gauge Roads	2,105.9448	2,762.1652
Narrow Gauge Roads	236.7880	236.7880
Total track and sidings	2,342.7328	2,998.9532
Steamer lines	69.4400	69.4400
Total road and steamer lines	2,412.1728	3,068.3932
Constructed during year:		
Standard Gauge	253.6880	257.7081
Narrow Gauge	57.5000	57.5000
Total track and sidings	311.1880	315.2081
New rails laid:		
Steel rails	494.8865	652.8248
Iron rails	169.2140	169.2140
Totals	664.1005	822.0383
Iron rail replaced by steel rail	94.7312	248.1895

COST OF ROADS.

The average cost of the standard gauge roads is returned at $90,266 per mile, including equipment. The average cost of the narrow gauge roads, including equipment, is returned at $25,669 per mile.

In the Massachusetts Report for 1879 is given a comparative statement showing the cost of an equipped standard gauge road, in eight of the leading railroad States of the Union, as follows:

Connecticut	$54,322 per mile.
New York	74,168 per mile.
Pennsylvania	73,911 per mile.
Ohio	65,307 per mile.
Michigan	42,112 per mile.
Illinois	49,579 per mile.
Iowa	33,750 per mile.
Massachusetts	64,548 per mile.
Average for eight States	57,212 per mile.
Average for California	90,266 per mile.

The total permanent investment in roads and equipment, including steamboat property, is returned at $253,914,354 03 (not including the California Northern Railroad Company), divided as follows:

Construction	$237,981,921 15
Equipment	10,843,282 48
Lands	1,401,763 04
Stock and bonds	151,726 72
Steamboat property	1,577,534 59
Other items	1,958,126 05
Total	$253,914,354 03

STOCK AND DEBT.

The thirty corporations included in the returns are represented by *$268,884,881 61 of securities, of which $116,943,623 09 are in the form of stock, and $151,941,258 52 in bonds and other evidences of debt.

CAPITAL STOCK.†

The capital stock authorized by vote of company is	$252,650,000 00
The capital stock authorized by original articles of incorporation is	199,825,000 00
The capital stock paid in as returned is*	116,026,326 66
The capital stock owned in California*	96,615,340 00

EARNINGS AND INCOME.

The total gross income for the year ending December 31st, 1877, amounted to $24,190,591 22, and for the year ending June 30th, 1877, $24,991,756 17, thus showing a falling off in the receipts of $801,-164 95 or $3\frac{31}{100}$ per cent. The above figures represent legitimate transportation earnings of $23,021,682 25, and from other sources $1,168,908 97.

The total operating and other expenses, including interest, amounted to $21,294,685 30.

The dividends actually paid for the year amounted to $4,342,040, being eight per cent. on $54,275,500, which was returned as the paid up capital of the Central Pacific Railroad Company. The net income, however, of the latter road amounted, after paying interest, to only $2,732,916 75, or five per cent. on the paid up capital. So that the sum of $1,609,123 25 was paid for dividends, out of former earnings held in reserve.

Of the total transportation earnings for the year, about 39 per cent. was received from fares, 54 per cent. from freight, and 7 per cent. from steamers and barges and other sources.

NET INCOME AND EXPENSES PER MILE OF ROAD.

The total net earnings, after deducting interest paid, amounts to the sum of ‡$2,926,535 53, being 2.52 per cent. of the reported paid up capital stock.

The average sum earned on each mile of main track and branches operated was, for eight standard gauge roads, $7,943 40, and for the narrow gauge roads $3,904 20. The amount varies from ¶$9,985 per mile operated by the Central Pacific Railroad to $715 50 per mile by the Mendocino Railroad.

The expense per mile for the eight standard gauge roads was $6,895 20, and for the narrow gauge $3,809.

The percentage of profit to stock and debts, dividends and interest being included in profits, was 3.826 per cent.; the percentage of profit, including dividends, but excluding interest, was 1.201 per cent. The

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* Not including the California Northern Railroad Company; but including $28,000 stock (paid up in the form of notes) of the San Luis Obispo and Santa Maria Valley Railroad Company, not included in Table IV, but included in Table V.

† The above statistics relative to capital stock do not include the Black Diamond Coal Mining Company.

‡ The California Northern Railroad Company is not included in the above, the report of said company being incomplete and unreliable. Hence the discrepancy between this amount and that obtained from data given above under "Earnings and Income," taken from Tables VII and VIII (tabulations for year ending December 31st, 1877), where the California Northern Railroad Company's returns are included.

¶ This amount varies from that given in Table XII, that amount being computed on basis of 2,074 miles, total miles operated December 31st, 1877, while the above amount is computed on basis of 1,783 miles, average number of miles operated for the whole year 1877.

percentage of profit to total property and assets, including dividends and interest, was 3.511 per cent.; including dividends, but not interest, it was 1.102 per cent.

COST OF OPERATION.

The total cost of operating the roads incorporated in the State, including steamers, barges, etc., in connection therewith, exclusive of interest and dividends, was $14,860,685 23, or 61 per cent. of the gross income, leaving 39 per cent., or $9,329,905 99, for interest on the various species of indebtedness and dividends.

RECAPITULATION.

Total gross income		$24,190,591 22
Operating and other expenses		14,900,685 23
	$9,289,905 99	
Deduct interest	6,394,000 07	
Net income		$2,895,905 92

VOLUME OF BUSINESS AND MILEAGE.

Total train mileage	8,107,535
Passenger mileage	203,434,763
Total ton mileage	376,549,242
Total passengers carried	7,790,873
Season ticket passengers	120,450
Passengers towards San Francisco	3,596,538
Passengers from San Francisco	3,317,967
Number tons freight carried	1,985,655
Average distance carried, each ton freight—miles	207.697
Average distance carried, each passenger—miles	27.192

No comparison in the volume of business can be made with the preceding year, no report of the same having been made in the former returns of the roads.

PROPORTION OF PAYING WEIGHT TO DEAD WEIGHT.

The average weight of passenger trains on eight roads varies from 185.58 tons on the Central Pacific Railroad to 42.67 tons on the Nevada County Narrow-gauge Railroad.

The average number of passengers per train on the Central Pacific Railroad was 93.37; on the Southern Pacific Railroad, 63.42.

The average dead weight carried one mile to each passenger on the Central Pacific Railroad was 1.9876 tons.

The average weight of freight trains on the Central Pacific Railroad, exclusive of freight, was 193.998 tons; on the San Francisco and North Pacific Railroad, 180 tons, and on the North Pacific Coast Railroad, 113 tons. The average number of tons of freight to each freight train on the Central Pacific Railroad was 105.71 tons; on the Southern Pacific Railroad, 81.72 tons. These returns would indicate that for each ton of paying weight on the Central Pacific Railroad there were carried 1.8352 tons of dead weight.

The returns from other roads are so meager, many of them moreover running mixed trains, that no estimate can be made with any degree of accuracy.

RATES OF FARE PER MILE.

On the Central Pacific Railroad the highest rate for fare charged is 10 cents per mile; the lowest rate 1.05 cents for single fare and 4 mills per mile for commutation rates. For local passengers, not including season, ferry, or commutation rates, the rate is 3.94 cents; for foreign passengers the rate is 3.16 cents; and the average for all 3.02 cents per mile.

RATES FOR FREIGHT PER TON PER MILE.

On the Central Pacific Railroad the highest rate is 15 cents per ton per mile; the lowest rate is 0.867 cents per mile; the average rate for local freight 3.091 cents; the average rate for foreign freight 1.887 cents, and for all freight the average is 2.677 cents.

The other roads made charges varying from 68.18 cents for short distances to 1.50 cents for long distances. It is found to be impossible to establish an average for all the roads from the returns made, but it will not vary widely from 3 cents per ton per mile for all freight carried.

ROLLING STOCK.

The rolling stock, as compared with the returns of June 30th, 1877, shows the following changes:

Number of locomotives	333 to 341.
Number of passenger cars, all descriptions	384 to 380.
Number of mail, express, and baggage cars	72 to 82.
Number of freight cars*	6,207 to 5,869.
Number of other cars	1,131 to 1,541.

CASUALTIES RESULTING IN INJURIES TO PERSONS.

From causes beyond their own control, in California:

Number of persons killed	1
Number of persons wounded	18

From their own carelessness, in California:

Number of persons killed	46
Number of persons wounded	89
Total number killed, in California	47
Total number wounded, in California	107
Total number killed on whole road operated	51
Total number wounded	192
Total number casualties resulting in injuries to persons	243

NUMBER OF PERSONS EMPLOYED.

The total number of persons in the employ of the railroad companies in 1877, was 8,441.

*NOTE.—Different classification used in returns of the two years.

SUMMARY OF RETURNS FOR YEAR ENDING DECEMBER 31ST, 1878.

NUMBER OF CORPORATIONS.

For the year ending December 31st, 1878, returns have been received from thirty railroad corporations and companies which are required to make annual reports.

Of these twenty are of the standard gauge, and ten narrow gauge. Two narrow gauge railroad companies, the Monterey and Salinas Valley, and the San Rafael and San Quentin, made no report.

The former, since the close of the year, has been turned over to the management of the Southern Pacific Railroad Company, and the latter, being leased to the North Pacific Coast Railroad Company for a term of years, is included in the operations of that company, and no separate report is made.

Two narrow gauge, the Colusa and Chico Railroad Company, and the Sonoma Valley Railroad Company, have been added to the list; thus increasing the number of companies to thirty-two.

MILEAGE OF ROADS.

The total length of the railroads belonging to corporations and companies, organized within this State, which are required to make annual reports to governmental authority, was, for the year ending December 31st, 1878, 2,761.9668 miles of main line and branches (of which 9.5812 miles are double track), and 325.0413 miles of sidings, making in all, estimated as single track, the equivalent of 3,096.5893 miles.

There are within the State 2,163.5968 miles, main line and branches (9.5812 miles of which are double track), and 266.3988 miles of sidings, the equivalent of 2,439.5768 miles single track. The increase in the mileage of main track and branches, reduced to single track, is 71.3654 miles, and of sidings 22.8856 miles, making a total increase of 94.2510 miles single track.

There are within the State, of standard gauge road, 1,937.7618 miles main line and branches (of which 4.6812 miles are double track), and 246.0458 miles of sidings, an aggregate of 2,188.4888 miles single track.

There are 225.8350 miles of main line and branches of narrow gauge roads (4.90 miles of which are double track), and 20.3530 miles of sidings, aggregating 251.0880 miles single track.

The length of line operated December 31st, 1878, was, including steamer lines, of the broad gauge roads 2,575.1714 miles, of which 63.94 miles were steamer lines, all within the State; 1,907.4614 miles roadway in California, and 603.77 miles roadway out of California. Of the above amount 4.6812 miles were of double track on the Northern Railway in California.

Of the narrow gauge roads there were operated, including steamer lines (17.00 miles, all in California), 237.8350 miles, all in California. Of this amount 4.90 miles were of double track on the Bay and Coast Railroad.

The total length of line (broad and narrow gauge roads), including steamer lines (80.94 miles, all within the State), operated December

31st, 1878, was 2,813.0064 miles, of which 2,128.2964 miles of roadway were in the State (of which 9.5812 miles were of double track), and 603.77 miles were without the State.

This would show the length of new line opened during the year 1878, as follows: Steamer lines, operated by narrow gauge roads, 5.50 miles; roadway, broad gauge roads, 99.8875 miles, and narrow gauge roads, 25.30 miles; total increase in mileage of operated roads, 130.0475 miles, all within the State. The reduction in the mileage outside of California, results from that portion of the Southern Pacific Railroad beyond the State line to Yuma, having been turned over to the "Southern Pacific Railroad Company of Arizona." This portion of that line was operated during 1877 by the Central Pacific Railroad Company.

CONSTRUCTION.

There were constructed during the year, within the State, 94.2510 miles roadway and sidings, of which 82.3210 miles are of standard gauge, and 11.9300 miles narrow gauge. There were laid during the year of new rails 227.3302 miles within the State. Of this amount 202.4702 miles were of the standard gauge, and 24.8600 miles were of narrow gauge road; 201.0702 miles being steel rail and 26.2600 miles iron rail. There were 127.4338 miles of iron rail replaced by steel rail during the year within the State.

RECAPITULATION.

	Within State, (Miles).	Total, (Miles).
Roadway and sidings owned (reduced to single track):		
Standard Gauge Roads	2,188.4888	2,845.5013
Narrow Gauge Roads	251.0880	251.0880
Total track and sidings	2,439.5768	3,096.5893
Steamer lines	80.9400	80.9400
Total road and steamer lines	2,520.5168	3,177.5293
Roadway operated (reduced to single track):		
Standard Gauge Roads	1,912.1426	2,515.9126
Narrow Gauge Roads	225.7350	225.7350
Total roadway	2,137.8776	2,741.6476
Steamer lines	80.9400	80.9400
Total roadway and steamer lines operated	2,218.8176	2,822.5876
Constructed during year:		
Standard Gauge	82.3210	85.3532
Narrow Gauge	11.9300	11.9300
Total track and sidings constructed	94.2510	97.2832
New rails laid:		
Steel rails	201.0702	234.8258
Iron rails	26.2600	26.2600
Total new rails laid	227.3302	261.0858
Iron rails replaced with steel	127.4338	161.1894

COST OF THE RAILROADS.

The average cost of the standard gauge railroads, including equipment (but exclusive of steamer property), is returned at $101,217 per mile. The average cost of the narrow gauge railroads, including equipment (steamer property included), is returned at $29,354 per mile. The total permanent investment in the railroads and equipment, including steamboat property, is returned at $260,371,931 36, divided as follows:

Construction	$244,396,603 16
Equipment	10,933,980 00
Lands	1,567,436 63
Stock and bonds	162,626 38
Steamboat property	1,243,281 60
Other items	2,068,003 59
Total	$260,371,931 36

As compared with the year 1877, there is an increase in the permanent investment of $6,457,577 33.

CAPITAL STOCK.*

The capital stock authorized by vote of the company is	$253,850,000 00
The capital stock authorized by the original articles of incorporation is	201,525,000 00
The capital returned as paid up is	115,958,126 66
The capital stock subscribed in California is	95,946,050 00

Compared with the preceding year, the account stands as follows:

	1877.	1878.
Amount authorized by vote of company	$252,650,000 00	$253,850,000 00
Amount authorized by original articles of incorporation	199,825,000 00	201,525,000 00
Returned as paid up	116,026,326 66	115,958,126 66
Subscribed in California	96,615,340 00	95,946,050 00

STOCK AND DEBT.

The corporations and companies included in the returns, as shown in Table V, 1878, represent securities amounting to the sum of †$275,234,526 34, of which $115,534,701 66 is in the form of stock, and $159,699,824 68 in bonds and other evidences of debt, as follows:

Capital stock	$115,534,701 66
Funded debt	97,907,000 00
Floating debt‡	47,624,350 02
Other sources	851,495 19
Profit and loss	13,316,979 47
Total	$275,234,526 34

NOTE.—Included in the floating debt is the sum of $27,855,680, United States Aid Bonds, to the Central and Western Pacific Railroad Companies, now consolidated.

*Compare Table IV, 1878.

†Does not include Black Diamond Coal Mining Company.

‡In Table V (1878), column 50, there is included in the floating debt of narrow gauge road No. 8, Santa Cruz Railroad Company, $114,000 of Subsidy Bonds, donated to company by Santa Cruz County. This correction changes the total of floating debt to the sum given above.

EARNINGS AND INCOME.

The total gross income for the year ending December 31st, 1878, amounted to $25,891,618 47, and for the year ending December 31st, 1877, to $24,190,591 22, an increase in the receipts of $1,701,027 25, or 7.03 per cent. (compare Tables VI, 1877 and 1878). The preceding figures represent legitimate transportation earnings of $24,253,206 96, and from other sources $1,638,111 51.

The total operating and other expenses, including interest, amounted to *$22,021,452 06. No dividends were paid during the year.

Of the total transportation earnings for the year $7,339,161 03 was received from the passenger department; $12,217,862 74 from the freight department; $4,696,183 19 for rent of road and equipment; $108,208 64 from steamer lines, and from other sources, $1,530,202 87.

RECAPITULATION.

Passenger department	$7,339,161 03
Freight department	12,217,862 74
Rent of road and equipment	4,696,183 19
Steamer lines	108,208 64
Other sources	1,530,202 87
Total income	$25,891,618 47

NET INCOME AND EXPENSES PER MILE OF ROAD.

The total net earnings, after deducting interest, amounts to the sum of $3,870,166 41, being 3.337 per cent. of the reported paid up capital stock.

The average sum earned on each mile of main line and branches, as given in Table XII, 1878, was $8,245 10 for the standard gauge roads, and for the narrow gauge roads $2,868 70. The amount varies from $8,924 50 per mile of road operated by the Central Pacific Railroad, to $2,097 per mile for the Vaca Valley and Clear Lake Railroad.

The average expense per mile of the standard gauge roads was $6,569 10, and for the narrow gauge $3,497.

The percentage of profit to stock and debts, including interest in profits, was 4.388; percentage of profit, excluding interest, was 1.554 per cent. The percentage of profit to total property and assets, including interest, was 3.969 per cent.; not including interest, 1.408 per cent.

COST OF OPERATION.

The total cost of operating the railroads throughout the State, including steamers, barges, etc., in connection therewith, exclusive of interest, was $15,018,517 53, or 58 per cent. of the gross income, leaving 42 per cent., or $10,873,100 94 for interest and the various species of indebtedness.

* NOTE.—In Table VII, tabulation of returns for 1878, an error occurs: Broad Gauge Road No. 11, Sacramento and Placerville Railroad Company, column 120, interest should be entered as $82,000. This changes column 120, total interest for broad gauge road, to $6,699,825 99; total interest for broad gauge and narrow gauge road to $7,002,934 53; also column 121, total expenses for Broad Gauge Road No. 11, should read $211,029 36; column 121, total for broad gauge road, $21,203,711 38; and column 121, total for broad gauge and narrow gauge roads, $22,021,452 06.

RECAPITULATION.

Total gross income	$25,891,618 47
Operating expenses and miscellaneous	15,018,517 53
	$10,873,100 94
Deduct interest	7,002,934 53
Net income	$3,870,166 41

VOLUME OF BUSINESS AND MILEAGE.

Total train mileage	8,456,383
Passenger mileage	201,922,339
Total ton mileage	405,716,524
Total passengers carried	8,183,868
Season ticket passengers	190,932
Passengers towards San Francisco	3,658,339
Passengers from San Francisco	3,433,391
Number tons freight carried	2,371,695
Average distance carried, each ton freight—miles	194.588
Average distance carried, each passenger—miles	25.965

As compared with the preceding year there was an increase as follows:

	1877.	1878.	Increase.
Total train mileage	8,107,535	8,456,383	348,848
Passenger mileage	203,434,763	201,922,339	*1,512,424
Ton mileage	376,549,242	405,716,524	29,167,282
Total passengers carried	7,790,873	8,183,868	392,995
Season ticket passengers carried	120,450	190,932	70,482
Passengers towards San Francisco	3,596,538	3,658,339	61,801
Passengers from San Francisco	3,317,967	3,433,391	115,424
Number tons freight carried	1,985,655	2,371,695	386,040
Average distance carried (miles), each ton freight	207.697	194.588	*13.109
Average distance carried (miles), each passenger	27.192	25.965	*1.227

PROPORTION OF PAYING WEIGHT TO DEAD WEIGHT.

The average weight of passenger trains on nine roads (see Table XVI, 1878,) varies from 186.433 tons on the Central Pacific Railroad to 23.50 tons on the Black Diamond Coal Mining Company's Railroad.

The average number of passengers per train on the Central Pacific Railroad was 86.84; on the San Francisco and North Pacific Railroad was 22.32.

The average dead weight carried one mile to each passenger on the Central Pacific Railroad was 2.1468 tons; on the San Francisco and North Pacific Railroad it was 5.1232 tons.

The average weight of freight trains, exclusive of freight, on the Central Pacific Railroad was 194.573 tons; on the Pittsburg Railroad, 42.00 tons; and on the remaining roads varied from 224.857 tons on the Southern Pacific Railroad to 25.02 tons on Nevada County Narrow Gauge Railroad.

The average number of tons of freight to each freight train on the Central Pacific Railroad was 113.05; and on the Pittsburg Railroad, 21.97. These returns would indicate that for each ton of paying

* Decrease.

weight on the Central Pacific Railroad there were carried 1.7211 tons of dead weight; and on the Pittsburg Railroad, 1.9117 tons.

The same remarks may here be made relative to the returns from the other roads as were made in discussing the returns for 1877.*

RATES OF FARE PER MILE.

On the Central Pacific Railroad the highest rate for fare charged is 10 cents per mile; the lowest rate 1.05 cents per single fare, and 4 mills for commutation rates. For local passengers, not including season, ferry, or commutation rates, the average is 4.03 cents; for foreign passengers the average is 3.24 cents; and the average for all is 2.95 cents.

The average for local passengers shows an increase of 0.09 cents; for foreign passengers an increase of 0.08 cents; and the average for all passengers shows a decrease of 0.07 cents, compared with similar charges for 1877.

RATES FOR FREIGHT PER TON PER MILE.

On the Central Pacific Railroad the highest rate is 15 cents per ton per mile; the lowest rate is 0.66 cents per mile; the average rate for local freight is 3.268 cents; the average rate for foreign freight is 1.999 cents; and the average for all is 2.753 per ton per mile, which last is an increase of 0.076 cents above the average for the year 1877. The average for local freight is an increase of 0.177 cents, and that for foreign freight an increase of 0.112 cents, compared with similar charges for 1877.

The above increase in the average charges for freight and passengers does not, for obvious reasons, necessarily indicate an increase in any particular charge.

ROLLING STOCK.

The rolling stock, as compared with the returns of December 31st, 1877, show the following changes:

	1877.	1878.	Increase.
Number of locomotives	341	348	7
Number of passenger cars (all description)	380	403	23
Number of mail, express, and baggage cars	82	83	1
Number of freight cars	5,869	6,719	850
Number of other cars	1,541	1,046	†495
Number of snow plows	9	9	0

CASUALITIES RESULTING IN INJURY TO PERSONS.

From causes beyond their own control, in California:

Number of persons killed	2
Number of persons wounded	20

*See page 31.

†Decrease.

From their own carelessness, in California:

Number of persons killed	49
Number of persons wounded	148
Total number killed, in California	51
Total number wounded, in California	168

On whole road operated:

Total number killed	57
Total number wounded	180
Total number of casualties, resulting in injury to persons	237

EMPLOYÉS.

The total number of persons employed by the railroad companies reporting to this office, in the year ending December 31st, 1877, was 8,441.

The total number in the year ending December 31st, 1878, as per returns (compare Table X, concluded), was 7,778, which shows a reduction of 663.

WAGES.

The wages paid during the year 1878 to the various classes of employés was, by the Central and Southern Pacific Railroads and the system of roads operated by them, as follows:

	Per Month.	Per Year.
Division Superintendents, $225 to $275	$250 00	$3,000 00
Master Mechanics	250 00	3,000 00
Assistant Mechanics	175 00	2,100 00
Mechanics in shops	75 00	900 00
Engineers, $100 to $140	120 00	1,440 00
Firemen, $65 to $75	70 00	840 00
Passenger Conductors, $110 to $115	112 50	1,350 00
Freight Conductors, $85 to $90	87 50	1,050 00
Baggage-masters	75 00	900 00
Brakemen, flagmen, and switchmen, $65 to $70	67 50	810 00
Section men, $20 to $54 *	37 50	450 00
Laborers, $52 to $58 50	55 00	660 00
Average pay of employés other than officers	55 96	671 50

The following statement of wages paid employés, by the railroad companies of the State of Wisconsin, is taken from the report of the Commissioner of that State for the year 1878:

	Per Month.	Per Year.
Division and Assistant Superintendents	$213 33	$2,560 00
Master Mechanics and Assistants	152 50	1,830 00
Clerks in offices	60 00	720 00
Conductors	74 00	888 00
Engineers	88 60	1,063 00
Brakemen	45 00	540 00
Flagmen, switch tenders, etc.	43 25	519 00
Station agents	58 00	697 00
Section men	30 40	365 00
Other employés	45 50	546 00

* Chinamen, $20 to $28 per month.

Wages paid employés in foreign countries:

	Per Month.	Per Year.
France—engineers and guards	$61 50	$738 00
Belgium—engineers and guards	34 00	408 00
Germany—engineers and guards	31 00	362 00

Other employés, in the foreign countries named above, below the grades enumerated above, bear relatively about the same proportionate average to the higher grades as in the United States.

FORM OF ANNUAL RETURNS.

For ascertaining more accurately in detail the cost, condition, operation, and management of the railroads of the State, a form which has been adopted by the National Convention of Railroad Commissioners is incorporated in this report, and recommended, with one exception, viz., the calendar year should be the fiscal year. This form has been recommended, after careful consideration, by the most eminent and experienced of the Railroad Commissioners of the United States, and also by the ablest railroad accountants.

It will not involve an increase of the clerical force over that now employed, and the advantage of a form of accounts which is clear and comprehensive, will conduce to harmonize antagonisms with the public, by showing that there are no mysterious secrets of transportation companies that must be covered up by some vague and incomprehensible system of keeping accounts.

The fact that an unintelligible system of book-keeping is practiced by any company is evidence that there are practices which will not bear the light of public investigation. Let the governing authority require such a system of accounts and returns as will pass the scrutiny of expert accountants, and one cause of public complaint will be removed. The public, who have business relations with the transportation companies, are not unreasonable when they understand that certain practices, which appear wrong in themselves, are the result of conditions growing out of a business which is in some of its phases exceptional and peculiar in character, and which requires great experience as well as intelligence in mastering it. But a business which is with the public should be so conducted as to leave no just grounds of complaint which a reasonable publicity will remove.

EXTRACT FROM OFFICIAL REPORT OF THE THIRD GENERAL CONVENTION OF RAILROAD COMMISSIONERS.

REPORT ON BOOK-KEEPING AND ACCOUNTS.

The undersigned, in behalf of the Committee on "Book-keeping and Accounts," appointed at the Convention held at Columbus, Ohio, on the 12th of November, 1878, and of the railroad accountants who were requested to act with said committee, respectfully report:

That in pursuance of their instructions to prepare a uniform system of accounts and returns, this committee first issued a schedule for the consideration and criticism of those interested in the subject, and on the 24th of April last met in the City of New York with Messrs. Leland, of Ohio; Shinn, of Pennsylvania; Wilbur and Towne, of Boston, railroad accountants, when a

large number of communications from representative accountants were considered, and certain rules and a form of returns agreed upon, which, as finally amended and adopted at an adjourned meeting, held on the 10th instant, are herewith submitted, viz.:

RULES, ETC.

I.

All liabilities (including interest accrued on funded debt) shall be entered upon the books in the month when they are incurred, without reference to date of payment.

II.

Expenses shall be charged each month with such supplies, materials, etc., as have been *used* during that month, without reference to the time when they were purchased or paid for.

III.

No expenditure shall be charged to proporty accounts, except it be for actual increase in construction, equipments, or other property, unless it is made on old work in such a way as to clearly increase the value of the property over and above the cost of renewing the original structures, etc.

In such cases only the amount of increased cost shall be charged, and the amount allowed on account of the old work shall be stated.

IV.

Mileage of passenger and freight trains shall include only the miles shown to be run by distances between stations; allowances made to passenger or freight trains for switching and all mileage of switching engines, computed on a basis of eight miles per hour for the time of actual service, shall be stated separately.

V.

Season ticket passengers shall be computed on the basis of twelve (12) passengers per week for the time of each ticket.

VI.

Local traffic shall include all passengers carried on local tickets and all freight carried at local tariff or special local rates.

All other traffic shall be considered through.

GENERAL EXHIBIT.

Total income
Total expense, including taxes
Net income
Interest on funded debt
Interest on unfunded debt
Rentals
Balance applicable to dividends
Dividends declared (per cent.)
Balance for the year
Balance (profit and loss) last year
Add or deduct various entries made during the year not included above (specifying same).
Balance (profit and loss) carried forward to next year

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

Construction and equipment (specifying same)
Other charges (specifying same)
Total charges
Property sold or reduced in value (specifying same)
Net addition (or reduction) for the year

ANALYSIS OF EARNINGS AND EXPENSES.

Earnings.

From local passengers
Through passengers
Express and extra baggage
Mails
Other sources, passenger department
Total earnings passenger department
Local freight
Through freight
Other sources, freight department
Total earnings freight department

Total transportation earnings
Rents for use of road
Income from other sources (specifying same)

Total income from all sources

Expenses.

Salaries, general officers and clerks
Law expenses
Insurance
Stationery and printing
Outside agencies and advertising
Contingencies
Repairs—bridges (including culverts and cattle guards)
Repairs—buildings
Repairs—fences, road crossings, and signs
Renewal—rails
Renewal—ties
Repairs—roadway and track
Repairs—locomotives
Fuel for locomotives
Water supply
Oil and waste
Locomotive service
Repairs—passenger cars
Passenger train service
Passenger train supplies
Mileage—passenger cars (debit balance)
Repairs—freight cars
Freight train service
Freight train supplies
Mileage—freight cars (debit balance)
Telegraph expenses (maintenance and operating)
Damage and loss—freight and baggage
Damage to property and cattle
Personal injuries
Agents' and station service
Station supplies

Total operating expenses

Taxes
Total operating expenses and taxes

ASSETS AND LIABILITIES.

Assets.

Construction account
Equipment account
Other investments (specifying same)
Cash items:
  Cash
  Bills receivable
  Due from agents and companies
Other assets:
  Materials and supplies
  Sinking funds
  Debit balances

  Total assets

Liabilities.

Capital stock
Funded debt
Unfunded debt, as follows:
  Interest unpaid
  Dividends unpaid
  Notes payable
  Vouchers and accounts
  Other liabilities

Profit and loss or income accounts ----------

Total liabilities ----------

PRESENT OR CONTINGENT LIABILITIES NOT INCLUDED IN BALANCE SHEET.

Bonds guaranteed by this company or a lien on its road (specifying same)----
Over-due interest on same ----------
Other liabilities (specifying same) ----------

MILEAGE, TRAFFIC, ETC.

Mileage—passenger trains ----------
Freight trains ----------
Switching trains* ----------
Other trains ----------

Total train mileage ----------

Miles run by passenger, mail, and baggage cars (north or east)† ----------
Miles run by passenger, mail, and baggage cars (south or west)† ----------
Miles run by freight cars (north or east)† ----------
Miles run by freight cars (south or west)† ----------
Number of season ticket passengers ----------
Number of local passengers (including season) ----------
Number of through passengers ----------
Total number of passengers carried ----------
Mileage of local passengers (north or east)† ----------
Mileage of local passengers (south or west)† ----------
Mileage of through passengers (north or east)† ----------
Mileage of through passengers (south or west)† ----------

Total passenger mileage ----------

Number tons local freight carried ----------
Number tons through freight carried ----------

Total tons freight carried ----------

Mileage of local tonnage (north or east)† ----------
Mileage of local tonnage (south or west)† ----------
Mileage of through tonnage (north or east)† ----------
Mileage of through tonnage (south or west)† ----------

Total freight mileage ----------

Average weight of passenger trains ----------
Average number of cars in passenger trains ----------
Average weight of freight trains ----------
Average number of cars in train ----------
Average number of persons employed ----------
Length of road, branches, sidings, etc. ----------
Names of officers and directors ----------

Corporate name of company ----------

(Signed): GEORGE M. WOODRUFF, of Connecticut,
A. J. TURNER, of Wisconsin,
GEORGE M. BOGUE, of Illinois,
THOMAS H. CARTER, of Virginia,
Committee.

C. P. LELAND,
GEORGE E. TOWNE,
Accountants.

J. H. GOODSPEED,
Secretary.

SARATOGA, June 11th, 1879.

* If any allowance is made to passenger or freight trains for switching, state the amount allowed to each here: Passenger trains, —— miles; freight trains, —— miles.

† This division is not compulsory, and need only be given by companies so keeping their accounts.

COMPARISONS.

The population of the Pacific States and Territories, comprising California, Nevada, Oregon, Washington, Idaho, Utah, and Arizona, was in 1870, as shown by the Federal Census Report, 829,059. Estimating the increase since that date to be 30 per cent., the present population is 1,077,776. For convenience, let it be placed in round numbers at 1,100,000. Estimating the gross earnings of the railroad system of this section of the country at $25,000,000, the amount paid per capita for railroad transportation service would be about $22 73.

In Massachusetts the population is estimated at 1,650,000. The total earnings of her railroad system in the year 1878 was $30,008,513, or $18 18 per capita. In New York the population is estimated to be 4,700,000, and the earnings of her railroads for 1877 were $84,759,329, or $18 03 per capita. This kind of calculation, however, does not correctly represent what is paid to the railroads by our own people, any more than the *$41 per capita for Nebraska, Wyoming, and Utah represents the amount paid by the inhabitants of these latter. The traffic for other districts of country beyond that in which the road is situated constitutes an important factor in the earnings of railroads in the United States and Territories.

The gross earnings of the railway system of Great Britain for the year ending December 31st, 1874, were, in our money, $250,355,853. The average earnings per mile of road operated, on a basis of 15,537 miles, as per Captain Tyler's report, in 1871, were $16,120. The amount for each inhabitant was $8 62.

The French railroad system, according to the official report just published, produced the following results in 1878 compared with 1877:

	1878.	1877.	Increase.	Per cent.
Miles worked December 31st	13,786	13,352	434	3.3
Average worked during year	13,498	13,058	440	3.4
Gross receipts	$175,741,733	$164,033,375	$11,708,358	7.1
Receipts per mile	$13,019	$12,562	$456	3.6

France has an area of 204,000 square miles, and has 36,000,000 inhabitants; and the most thickly peopled part of the United States, that east of Indiana and north of the Ohio and the Potomac—New England, the Middle States, Maryland, and Ohio—have 222,000 square miles, and, by the census of 1870, 15,870,000 inhabitants, and now probably 18,500,000, and they now have 25,809 miles of railroad. France, then, has one mile of railroad to 14.8 square miles of territory and 2,620 inhabitants; the eastern United States one mile of road to 8.6 square miles of area and 718 inhabitants. There is nearly twice as much land and nearly four times as many people to support a railroad in France as in the most thickly populated portion of the United States of similar area. The average contribution per square mile of area and per inhabitant to the earnings of the French railroads was $861 per square mile ($1 35 per acre) and $4 90 per inhabitant. In the United States territory referred to, the earnings of the roads were $9,128 per mile (and so much larger in the aggregate, from about twice the mileage, than the earnings of the French roads, though nearly a third less per mile); and the average per square mile of area was $1,098 ($1 71 per acre) and $13 17 per inhabitant—the latter nearly three times as much as in France, where there are nearly four times as many people per mile of road. In the United States, however, a very large portion of the earnings of the roads is from traffic coming from beyond this district, which is not the case in France. About one-half of the total earnings of the 80,000 miles of railroads of the United States goes to the roads of the States named, having one-third of the total mileage.—*Railroad Gazette.*

*Poor's Manual.

The following table is a summary deduced from the preceding statistics:

States.	Population.	Area, (Square Miles).	Railroad Mileage.	Gross Earnings.	Earnings per Mile.	Cost per Capita.
Massachusetts	1,650,000	7,800	3,123	$30,008,514 00	$9,606 00	$18 19
New York	4,700,000	47,000	7,479	84,759,330 00	11,333 00	18 03
Pennsylvania	3,521,000	46,000	5,868	67,416,452 00	11,489 00	19 14
New Jersey	1,064,663	8,320	1,511	25,467,905 00	16,855 00	23 92
Ohio	2,868,049	39,964	4,451	38,211,835 00	8,585 00	13 32
Pacific States and Territories	1,100,000	743,060	*3,940	*25,000,000 00	6,370 00	22 73
England	30,000,000	----------	15,537	250,355,853 00	16,114 00	8 34
France	36,000,000	204,000	13,498	175,741,733 00	13,019 00	4 90

	Miles Operated.	Gross Income.	Earnings per Mile.	Cost per Capita.
Central Pacific Railroad Company	†1,783	$17,803,755 00	$9,985 00	‡$19 54
Union Pacific Railroad Company	1,038	11,993,052 00,	11,554 00	‖41 00

COMPARATIVE STATEMENT OF EARNINGS PER MILE OF ROAD.

Name of Railroad.	Gross Earnings per Mile.
Boston and Albany Railroad¶	$20,134 70
Boston and Lowell Railroad	13,178 78
Boston and Maine Railroad	10,843 66
Boston and Providence Railroad	20,327 08
Eastern Railroad	8,722 10
Fitchburgh Railroad	10,027 09
New York and New England Railroad	6,973 23
Old Colony Railroad Company	7,738 97
Average (8 roads)	$11,899 33
Boston, Clinton, Fitchburg, and New Bedford Railroad	$6,818 96
Cheshire Railroad	8,085 35
Connecticut River Railroad	8,747 35
New Haven and Northampton Railroad	4,979 89
New York, New Haven, and Hartford Railroad	25,859 52
Norwich and Worcester Railroad	10,792 70
Providence and Worcester Railroad	13,534 34
Springfield, Athol, and North Eastern Railroad	1,973 06
Worcester and Nashau Railroad	5,261 78
Average (9 roads)	$10,747 12
Average (17 roads)	$11,503 48
Central Pacific Railroad Company	9,985 00

* Estimated.
† Average for year 1877.
‡ Population of California.
‖ Poor's Manual.
¶ NOTE.—Above Massachusetts returns taken from Ninth Annual Report (for year ending December 31st, 1877) of Massachusetts Board of Railroad Commissioners, p. 248.

COMPARATIVE TABLE OF PASSENGER AND FREIGHT CHARGES.

Name of Road.	Miles of Road.	Passengers Carried One Mile.	Average Rate of Fare per Mile.				Tons of Freight Carried One Mile.	Average Rates of Freight per Ton per Mile.	
			First Class.		Second Class.				
			Local, (Cents).	Foreign, (Cents).	Local, (Cents).	Foreign, (Cents).		Local, (Cents).	Foreign, (Cents).
New York Report, 1876.									
Albany and Susquehanna	142	9,327,741	3.00	2.50		1.25	52,168,375		
Atlantic and Great Western	388	36,526,491	3.00	2.00 to 2.75		1.50 to 2.50	293,392,975		
Boston and Albany	201	110,644,410	2.55	2.37			301,624,988		
Erie	460	163,074,795	2.25	1.72			1,040,431,921		
Harlem Extension	113	2,567,395	4.00	3.00			4,204,872		
Lake Shore and Michigan Southern	540	167,635,062	2.29 to 2.75	2.07 to 2.60	2.08 to 2.18	1.90 to 2.04	1,064,841,419		
New York and Albany	146								
New York Central and Hudson River	442	353,136,145	2.00 to 2.50	1.50			1,674,447,055		
Southern Railroad of Rhode Island	52		3.00	2.50					
Pennsylvania Report, 1877.									
Atlantic and Great Western	729	33,628,761	3.50	2.00 to 2.75		1.50 to 2.50	329,132,236	1½ to 5	1 to 3
Buffalo, New York and Philadelphia	139	2,764,861	3.50	3.00			44,031,637	6	0.75
Delaware, Lackawanna, and Western	282	8,722,409	3.50	3.00	2.00	2.00	168,693,921	3.29	2.15
Philadelphia and Reading	1,486	74,315,237	2.17	2.17	2.17	2.17	779,154,130	1.97	1.97
Tioga	67	969,440	3.50	3.00	3.50	3.00	17,451,711	9	7

COMPARATIVE TABLE OF PASSENGER AND FREIGHT CHARGES—Continued.

NAME OF ROAD.	Length in Miles.	Passengers Carried One Mile.	Rates of Fare per Mile.			Tons of Freight Carried One Mile.	Rates of Freight per Ton per Mile.		
			Local, (Cents).	Foreign, (Cents).	All, (Cents).		Local, (Cents).	Foreign, (Cents).	All, (Cents).
Michigan Report, 1877.									
Chicago and Lake Huron	232	5,498,533	2.54	2.15	-------	42,181,437	-------	-------	1.00
Chicago and Northwestern	1,616	104,969,106	2.84	2.61	-------	494,140,450	-------	-------	1.75
Detroit and Milwaukee	189	12,565,342	2.90	2.00	-------	36,864,322	2.542	0.587	1.427
Flint and Pere Marquette	280	14,143,710	2.08	-------	-------	27,148,939	2.222	0.44	2.036
Michigan Central	270	64,610,024	2.79	1.92	-------	400,497,547	1.991	0.72	0.904
Michigan Lake Shore	58	904,129	-------	-------	-------	601,130	-------	-------	4.56
Massachusetts Report, 1877.									
Boston and Albany	249	103,278,126	2.49	2.28	2.31	313,822,671	1.96	0.85	1.21
Boston and Lowell	46	24,594,241	2.64	1.87	2.09	15,846,225	5.50	2.50	3.69
Boston and Maine	126	61,779,576	2.63	1.76	2.03	36,036,194	2.58	2.10	2.31
Boston and Providence	62	35,995,043	2.60	2.30	2.20	19,155,837	4.00	1.80	2.70
Cheshire	54	4,038,809	2.90	3.50	3.00	----------	4.26	1.68	1.77
Connecticut River	56	9,777,284	2.92	3.12	2.69	----------	8.80	3.30	4.00
Eastern	118	68,502,002	2.65	1.54	2.06	39,099,659	2.95	1.74	2.48
Fitchburg	93	30,690,340	2.30	2.30	2.00	53,224,939	4.28	1.13	1.71
New York and New England	139	19,652,913	2.50	2.26	2.15	11,321,038	4.20	2.80	3.50
Norwich and Worcester	66	6,789,596	3.40	3.70	3.20	16,428,092	4.00	2.00	3.40
Old Colony	274	59,628,616	2.50	2.10	2.10	21,387,713	4.50	2.20	3.60
Connecticut Report, 1877.									
Boston and New York Air-line	50	2,426,897	3.65	0.85	2.81	3,052,810	-------	-------	3.68
Connecticut Valley	46	3,508,582	2.54	1.64	2.48	2,177,381	-------	-------	3.80
Hartford, Providence, and Fishkill	123	15,476,226	3.15	0.98	2.67	7,853,814	-------	-------	5.00
New Haven and Northampton	99	4,516,618	3.00	-------	3.00	11,719,984	-------	-------	3.42
New York, New Haven, and Hartford	140	111,641,817	2.71	0.69	2.31	39,646,733	-------	-------	3.50
New York, Providence, and Boston	63	15,378,852	2.65	0.88	2.40	9,222,206	-------	-------	3.39
Shore Line	50	8,213,330	3.01	0.61	2.84	1,265,575	-------	-------	5.20
California Report, 1878.									
Central Pacific	2,119	178,773,325	4.30	3.24	2.95	392,281,711	3.268	1.999	2.753
Southern Pacific (Northern Division)	161	13,805,098	3.84	4.00	3.47	11,495,147	-------	-------	4.086
San Francisco and North Pacific	72	4,742,495	-------	-------	3.91	----------	-------	-------	-------

STATEMENT*

Showing the gradual reduction in freight charges per ton per mile, on several transportation lines engaged in commerce between the Western States and the Atlantic seaboard, from 1868 to 1876, inclusive, from First Annual Report of the Internal Commerce of the United States, by Joseph Nimmo, Jr.

Railroads.	Years								
	1868. (Cents).	1869, (Cents).	1870, (Cents).	1871, (Cents).	1872, (Cents).	1873, (Cents).	1874, (Cents).	1875, (Cents).	1876, (Cents).
New York Central	2.59	2.20	1.86	1.65	1.69	1.57	1.47	1.27	1.05
Pennsylvania	1.90	1.72	1.55	1.34	1.42	1.42	1.26	1.06	.89
Erie	1.92	1.60	1.37	1.47	1.52	1.45	1.31	1.21	1.07
New York State Canals	.88	.92	.83	1.02	1.02	.88	.73	.66	.68
Philadelphia and Erie	-------	-------	-------	1.85	1.46	1.36	.94	.87	.77
Lake Shore and Michigan Southern	2.43	2.34	1.50	1.39	1.37	1.33	1.18	1.01	.82
Michigan Central	2.09	1.98	1.61	1.56	1.57	1.30	1.16	1.03	-------
Chicago, Burlington, and Quincy	3.01	2.77	2.31	2.19	2.18	1.92	1.90	1.91	-------
Chicago and Northwestern	3.13	-------	3.09	2.87	2.51	2.35	2.10	1.95	-------
Average	2.26	1.97	1.91	1.74	1.67	1.54	1.36	1.21	-------

* Report of Massachusetts Railroad Commissioners, for 1877, p. 11.

PRODUCE STATISTICS.

The yearly receipts of six leading articles of produce at San Francisco from the agricultural districts, for the years ending June 30th, were as follows:

YEAR.	Wheat, (Tons).	Barley, (Tons).	Oats, (Tons).	Potatoes, (Tons).	Beans, (Tons).	Hay, (Tons).	Total, (Tons).
1872	*140,583	39,609	17,926	45,000	1,762	38,320	283,200
1873	572,385	49,096	10,027	48,711	2,312	48,600	731,131
1874	461,910	56,369	12,172	48,815	2,785	50,400	623,451
1875	559,664	60,682	15,292	47,018	3,547	54,000	740,203
1876	398,468	57,107	11,698	44,700	3,600	64,175	579,748
1877	619,333	76,188	10,512	50,661	3,667	69,370	829,731
1878	280,145	42,948	7,270	39,022	2,500	67,000	438,885
1879	575,876	87,635	12,690	46,888	6,500	70,000	799,589

NOTE.—This statement does not include grain received at the general markets other than San Francisco, which is not exported.

Of the grain products there were transported to the general markets † of the State by the railroads, from the agricultural districts, as follows:

YEARS ENDING DECEMBER 31ST.	Central Pacific Railroad and Operated Roads.			Southern Pacific Railroad, Northern Division—Tons	San Francisco and North Pacific Railroad—Tons	North Pacific Coast Railroad—Tons	Total Grain Received at San Francisco	Total Grain Transported to General Markets by Railroads	Percentage of Tonnage by Railroads‖
	Tons.	Amount Received.	Amount per Ton.						
1872‡	111,316	$357,963 99	$3 21	--------	--------	------	253,776	111,316	43
1873	122,431	464,210 41	3 79	22,043	--------	------	692,690	144,774	20
1874	133,364	431,022 82	3 23	28,220	5,254	------	613,870	166,838	27
1875	103,558	347,041 43	3 35	42,199	6,926	------	711,879	152,683	21
1876	165,507	565,113 83	3 42	21,928	4,389	------	563,185	191,824	34
1877	80,231	280,076 40	3 44	46,212	9,918	914	774,670	137,275	17
1878	311,204	882,040 00	2 83	2,996	3,712	451	493,044	318,363	64
1879§	120,778	301,900 00	2 50	43,495	3,500	------	760,087	167,773	23
Average by rail									28

NOTE.—Of the grain carried to the general markets by rail, other than San Francisco, one-half has been included in the total grain receipts at the latter point, as a basis of estimating the percentage moved by the railroads. A large amount reaches the former markets by water and by teams, which is omitted from the tables.

NAVIGABLE WATERS IN CALIFORNIA AND THEIR INFLUENCE ON RATES OF TRANSPORTATION.

Fortunately for this State, nature has been more liberal in providing water-ways for the free use of our people, for transportation purposes, than in many other portions of our common country. Following are some statistics of the tonnage which is employed upon the inland navigable waters and in the coast trade, which will serve to show what influences operate to keep the cost of transporting the

* Includes flour reduced to wheat.
† Oakland, San José, Stockton, Sacramento, Vallejo, Marysville, Petaluma, Los Angeles, and San Francisco.
‡ Seven months, ending December 31st.
‖ Leaving out fractions.
§ Six months.

products of the agricultural portion of the State to market at low rates. Moreover, they will also show that private capital has not hesitated to seek investment in that species of property. Such being the fact, the State cannot be too careful in guarding against the obstruction of its great water-ways, and every legitimate effort should be made not only to preserve but also to improve their navigation, as the sure and safe method of protecting her producers from high rates for transportation. If, as would seem to be the case, the settled policy of the Federal Government is to continue a general system for the improvement of the inland navigable waters of the country, no more meritorious field presents itself than California. A judicious system of improvement of the inland waters of this State would do more to keep the cost of transporting its products to market at low rates than scores of penal enactments and inflexible tariffs for the regulation of charges by transportation companies. The favored location of most of our agricultural and timber lands renders extortionate rates impossible, if the navigable waters of the State are cared for as their importance warrants.

The following places on the California Pacific Railroad, from their proximity to navigable waters, are enabled to ship their freight at rates fixed by the cost of water transportation: Napa, Suscol, Vallejo, Benicia, Bridgeport, Suisun, Elmira, Batavia and Dixon.

The Northern Railway, located on the west side of the Sacramento River, and completed as far up as Willows, competes for the business at the following places located on the river: Knight's Landing, Elk Horn, Monument, Bostwick's Ranch, Smith's Ferry, Three Rivers, Colgrove's, Poker Bend, Mosquito Ranch, George Howell's, Big Orchard, Minis Ranch, Big Eddy, Dry Slough, Budd's Ranch, James Powell's, Nordyke's, Perdew's, Eddy's, Grimes', James Wilson's, Twenty-mile Bar, Grand Island Mill, Sycamore, Meridian, Moore's Ferry, Butte Creek, Colusa, Sherman's, Randall's, Reynolds', Nine-mile House, Manhattan, Boggs', Princeton, Butte City, Call's Ranch, and other points on sloughs leading off from the river.

The tariff on the Central Pacific system is influenced by the Sacramento River, above Jacinto, at Hite's, Parrott's, Dayton, Monroeville, Reade's Landing, Chico, Bidwell's, Walsh's, and other points as far north as Red Bluff, and as far south as Firebaugh's Ferry in the San Joaquin Valley, including Hill's Ferry, Salt Slough, Grayson, San Joaquin City, Point of Timber, Antioch, New York, Pittsburg, Pacheco, Martinez, and other points down to Oakland and south to San José. On the Northern Division of the Southern Pacific Railroad, similar examples might be given.

By reference to the Custom House register, and the Harbor Commissioners' book of rates and tonnage, there will be found a list of vessels of various classes, used in the navigation of the inland waters of the State and of the ocean, as follows:

Steamers	169	Schooners	501
Barks	72	Barges	66
Sloops	115		
Brigs	22	Total number of all classes, with a registration of 265,550 tons	989
Ships	23		
Barkentines	21		

Twenty steamers in the above list are engaged in the Australian, China, and Oregon trade. There is engaged on the inland navigable waters of the State the following list of steamers and barges.

STEAMERS.

NAME.	Tonnage.		Built For or Owned.
	River.	Ferry.	
Alameda		813	Central Pacific Railroad Company.
Amador		897	Central Pacific Railroad Company.
Cora	298		Central Pacific Railroad Company.
Amelia	385		Central Pacific Railroad Company.
Capital		1,625	Central Pacific Railroad Company.
Chin-du-Wan	182		Central Pacific Railroad Company.
Dover	183		Central Pacific Railroad Company.
El Capitan		982	Central Pacific Railroad Company.
Enterprise	246		Central Pacific Railroad Company.
Flora	223		Central Pacific Railroad Company.
Flora Temple		334	Central Pacific Railroad Company.
Governor Dana	199		Central Pacific Railroad Company.
Thoroughfare		1,012	Central Pacific Railroad Company.
Transit		1,567	Central Pacific Railroad Company.
Yosemite		1,272	Central Pacific Railroad Company.
Oakland		1,672	Central Pacific Railroad Company.
Reliance *	227		Central Pacific Railroad Company.
Red Bluff	249		Central Pacific Railroad Company.
Julia	520		Central Pacific Railroad Company.
San Rafael		692	North Pacific Coast Railroad Company.
Saucelito		692	North Pacific Coast Railroad Company.
Tiger		85	North Pacific Coast Railroad Company.
Contra Costa		449	North Pacific Coast Railroad Company.
Alice Garrett	284		California Steam Navigation Company (W., T., G. & Company).
Centennial	322		California Steam Navigation Company (W., T., G. & Company).
Mary Garrett	472		California Steam Navigation Company (W., T., G. & Company).
City of Stockton	486		California Steam Navigation Company (W., T., G. & Company).
Tulare *	162		California Steam Navigation Company (W., T., G. & Company).
Bay City		1,283	South Pacific Coast Railroad Company.
Newark		1,783	South Pacific Coast Railroad Company.
Washington	148		California Transportation Company.
Constance	148		California Transportation Company.
Onward	388		California Transportation Company.
Pioneer	137		California Transportation Company.
Pride of the River	400		California Transportation Company.
Relief	145		California Transportation Company.
Reform	181		California Transportation Company.
The Belle	60		Miller, Eaton & Company.
Ceres	120		Miller, Eaton & Company.
Harriett	93		Miller, Eaton & Company.
Daisy	60		Miller, Eaton & Company.
Pilot	145		Miller, Eaton & Company.
Donahue		730	San Francisco and North Pacific Railroad Company.
Antelope		581	San Francisco and North Pacific Railroad Company.
Hattie Fickett	331		San Francisco and North Pacific Railroad Company.
M. S. Latham	264		San Francisco and North Pacific Railroad Company.
Petaluma		365	Saucelito Land and Ferry Company.
D. E. Knight	168		Ellis, Knight & Company.
C. M. Small	98		Ellis, Knight & Company.
San Joaquin, 21	243		Roberts, Danyer & Company.
San Joaquin, 3	200		Roberts, Danyer & Company.
Veruna	176		Roberts, Danyer & Company.
Herald *	150		Cornwall & Peters.
Frolic (tug)	32		Cornwall & Peters.
Empire City	150		Hamilton & Greer.

* Sold and transferred.

STEAMERS—Continued.

NAME.	Tonnage.		Built For or Owned.
	River.	Ferry.	
Clara Crow	50		Hamilton & Greer.
Clara Belle	54		Hamilton & Greer.
S. M. Whipple	292		Wright & Whipple.
Parthenius	294		William Sharon.
Brisk	132		William Sharon.
Princess	193		Seattle Coal Company.
Baldwin	147		Selby Smelting Works.
Caroline	69		Hooper Brothers.
Alvarado	49		Upper Sacramento.
Alice	74		Stockton trade.
Antioch	70		Martinez ferry.
Carquinez	103		Martinez ferry.
Ellen	47		Napa to San Francisco.
Emma	67		Napa to San Francisco.
Express	94		Napa to San Francisco.
Hope	73		Runs to Alvarado.
Lizzie	58		
Mare Island	338		
Mount Eden	74		Runs to Alvarado.
Mary B. Williams	137		General Williams.
Neponsett	60		Sacramento River trading boat.
Pioneer	61		Sacramento River trading boat.
San Lorenzo		72	Runs to Alvarado.
Sonoma	179		Runs to Sonoma.
Total	10,990	16,906	
Total river and bay		28,796	

TUGS.

NAME.	Tonnage.		Remarks.
	River.	Bay.	
Anasha		38	Harbor Commissioners.
Governor Irwin		100	Harbor Commissioners.
Alpha	41		
Amelia		24	Jobbing boat.
Ætna		68	Jobbing boat.
Favorite		73	For large ships.
Hercules		97	For large ships.
Hiawatha		20	Pleasure boat.
Jennie Gawne	38		
J. H. Redwood		47	For large ships.
Kate		22	Government service.
Lookout		65	For large ships.
Lottie		19	
Milton Griffith		115	Pacific Mail Steamship Company.
Minnehaha		15	Pilot tug.
Monarch		195	Large ships.
Neptune		119	Large ships.
Raboni	97		Black Diamond Coal Company.
Rescue		172	Large ships.
Rival		26	Pacific Improvement Company.
Sol. Thomas		82	Large ships.
Transit		29	
Water Witch		40	
Wizzard		116	

Tugs—Continued.

Name.	Tonnage.		Remarks.
	River.	Bay.	
Richard Holyoke		150	Large ships.
Donald		100	
Totals	176	1,732	
Total bay and river		1,908	

BARGES.

Name.	Tonnage.	Built For or Owned.
Governor Hayes	432	Central Pacific Railroad Company.
Jacinto	433	Central Pacific Railroad Company.
Chico	200	Central Pacific Railroad Company.
Tehama	200	Central Pacific Railroad Company.
Yolo	342	Central Pacific Railroad Company.
Farmer	239	Central Pacific Railroad Company.
Aliso	194	Central Pacific Railroad Company.
Mono	194	Central Pacific Railroad Company.
Moulton	180	Central Pacific Railroad Company.
Napa	178	Central Pacific Railroad Company.
Ace of Spades	159	Central Pacific Railroad Company.
Hero	360	Roberts, Danyer & Company.
S. S. Allen	346	Roberts, Danyer & Company.
Granger	360	Roberts, Danyer & Company.
Grand Island	346	Roberts, Danyer & Company.
Butte City	348	Roberts, Danyer & Company.
Derby Castle	345	Roberts, Danyer & Company.
Princeton	198	Roberts, Danyer & Company.
Ceres	166	Roberts, Danyer & Company.
Sonoma	160	Roberts, Danyer & Company.
Mary Ellen	127	Roberts, Danyer & Company.
Orient	337	California Transportation Company.
Centennial	190	California Transportation Company.
Phillips	128	California Transportation Company.
C. N. Miller	150	Miller, Eaton & Company.
Patterson	513	Miller, Eaton & Company.
Ohio	100	Miller, Eaton & Company.
Rosalind	300	Miller, Eaton & Company.
Staten Island	120	Miller, Eaton & Company.
Marysville	208	Ellis, Knight & Company.
Sutter	288	Ellis, Knight & Company.
Paradise	77	Ellis, Knight & Company.
Yuba	100	Ellis, Knight & Company.
Hope	75	Ellis, Knight & Company.
Louise	99	Hamilton & Greer.
Merced	105	Hamilton & Greer.
Stanislaus	75	Hamilton & Greer.
Bessie	95	Hooper & Company.
Minnie	100	Hooper & Company.
Commerce	191	Cornwall & Peters.
Excelsior	171	Cornwall & Peters.
City of San Francisco	342	J. Gawne.
City of Sacramento	342	J. Gawne.
City of Stockton	342	J. Gawne.
Alameda	150	Freese & Company.
Marion	150	Freese & Company.
San Mateo	150	Freese & Company.
Comet	119	Sacramento and San Francisco grain trade.
Rock Island	150	Sacramento and San Francisco grain trade.
Total	10,674	

STEAMERS—Continued.

NAME.	Tonnage.		Built For or Owned.
	River.	Ferry.	
Clara Crow	50		Hamilton & Greer.
Clara Belle	54		Hamilton & Greer.
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Princess	193		Seattle Coal Company.
Baldwin	147		Selby Smelting Works.
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Total river and bay		28,796	

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J. H. Redwood		47	For large ships.
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Lottie		19	
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Monarch		195	Large ships.
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Raboni	97		Black Diamond Coal Company.
Rescue		172	Large ships.
Rival		26	Pacific Improvement Company.
Sol. Thomas		82	Large ships.
Transit		29	
Water Witch		40	
Wizzard		116	

TUGS—Continued.

NAME.	Tonnage. River.	Tonnage. Bay.	Remarks.
Richard Holyoke		150	Large ships.
Donald		100	
Totals	176	1,732	
Total bay and river		1,908	

BARGES.

NAME.	Tonnage.	Built For or Owned.
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Moulton	180	Central Pacific Railroad Company.
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Mary Ellen	127	Roberts, Danyer & Company.
Orient	337	California Transportation Company.
Centennial	190	California Transportation Company.
Phillips	128	California Transportation Company.
C. N. Miller	150	Miller, Eaton & Company.
Patterson	513	Miller, Eaton & Company.
Ohio	100	Miller, Eaton & Company.
Rosalind	300	Miller, Eaton & Company.
Staten Island	120	Miller, Eaton & Company.
Marysville	208	Ellis, Knight & Company.
Sutter	288	Ellis, Knight & Company.
Paradise	77	Ellis, Knight & Company.
Yuba	100	Ellis, Knight & Company.
Hope	75	Ellis, Knight & Company.
Louise	99	Hamilton & Greer.
Merced	105	Hamilton & Greer.
Stanislaus	75	Hamilton & Greer.
Bessie	95	Hooper & Company.
Minnie	100	Hooper & Company.
Commerce	191	Cornwall & Peters.
Excelsior	171	Cornwall & Peters.
City of San Francisco	342	J. Gawne.
City of Sacramento	342	J. Gawne.
City of Stockton	342	J. Gawne.
Alameda	150	Freese & Company.
Marion	150	Freese & Company.
San Mateo	150	Freese & Company.
Comet	119	Sacramento and San Francisco grain trade.
Rock Island	150	Sacramento and San Francisco grain trade.
Total	10,674	

TONNAGE.

	River.	Bay.
Steamers	10,990	16,906
Tugs	176	1,732
Barges	10,674	----------
Totals	21,840	18,638
Total river and bay	----------	40,478

SUMMARY.

Class of Vessel.	Owner.	Number.	Tonnage.
Ferry boats	Central Pacific Railroad Company	9	10,174
Ferry boats	North Pacific Coast Railroad Company	4	1,918
Ferry boats	South Pacific Coast Railroad Company	2	3,066
Ferry boats	San Francisco and North Pacific Railroad Company	2	1,311
Total ferry boats	Railroad companies	17	16,469
Total ferry boats	Other parties	2	437
Total		19	16,906
River steamers	Central Pacific Railroad Company	10	2,712
River steamers	San Francisco and North Pacific Railroad Company	2	595
Barges	Central Pacific Railroad Company	11	2,751
Total		23	6,058
River steamers	Other parties	48	7,683
Barges	Other parties	38	7,923
Tugs—river	Other parties	3	176
Tugs—bay	Other parties	23	1,732
Total		----------	17,514
All classes of vessels	Railroad companies	40	22,527
All classes of vessels	Other parties	114	17,951
Total		154	40,478

Since 1875, the river and bay fleet has been increased by the addition of eighteen steamers and twenty-one barges, aggregating 16,755 tons. Of these, one barge of 432 tons has been added to the fleet belonging to the Central Pacific Railroad Company, and four steamers aggregating 605 tons, have been sold by that company, thereby reducing its river fleet 173 tons. The river and bay fleet, belonging to other parties, has been increased during the same time 16,323 tons. No attempt has been made to obtain the amount of steamer tonnages engaged in the coast trade, nor of the tonnage of the various classes of sail-craft plying both on the inland and coast waters. It, however, cannot fall short of 100,000 tons.

It will be seen by the foregoing that the water-craft, engaged on our inland waters and along the coast, comprises a very important part of the total of the transportation facilities of the State.

As a rule no railroad can supersede transportation by water, unless it can perform the like service more cheaply and advantageously; and when this happens, it follows that the shipper reaps the benefit.

No one at this time would advocate a statutory prohibition of competition, although that is not wholly free from irritation, by producing "discrimination."

It has been suggested and recommended that competition in this State be fostered, even by the establishment and maintenance of river and ocean lines of steamers with rates fixed by the State, and that State aid be given to maintain such rates when not remunerative. Other suggestions and recommendations have been made for the regulation of inter-State commerce on the trunk lines east of the Mississippi River to the Atlantic seaboard by the building of one or more lines of railway by the Federal Government. From the report of the Board of Commissioners of Transportation to the Legislature in 1877, the following extracts are incorporated herein. The larger part of the same being credited to the Select Committee of the United States Congress, on transportation to the seaboard, is deemed important, as showing the drift of public opinion at different periods for regulating the business of transportation:

THE REGULATION OF FARES AND FREIGHTS BY THE ESTABLISHMENT OF COMPETING LINES OWNED OR OPERATED UNDER THE CONTROL OF THE GOVERNMENT.

The influence of competition in the regulation of fares and freights is well set forth by the select committee of the United States Congress on transportation routes to the seaboard, in their summary of conclusions and recommendations, as follows:

"Competition, which is to secure and maintain cheap transportation, must embrace two essential conditions: first, it must be controlled by a power with which combination will be impossible; second, it must operate through cheaper and more ample channels of commerce than are now provided.

"Railway competition, when regulated by its own laws, will not effect the object, because it exists only to a very limited extent in certain localities; it is always unreliable and inefficient, and it invariably ends in combination. Hence additional railway lines, under the control of private corporations, will afford no substantial relief, because self-interest will inevitably lead them into combination with existing lines.

"The only means of securing and maintaining reliable and effective competition between railways, is through National or State ownership or control, of one or more lines, which, being unable to enter into combinations, will serve as regulators of other lines.

"The uniform testimony deduced from practical results in this country, and throughout the commercial world, is, that water routes, when properly located, not only afford the cheapest and best known means of transport for all heavy, bulky, and cheap commodities, but that they are also the natural competitors, and most effective regulators, of railway transportation.

"The above facts and conclusions, together with the remarkable physical adaptation of our country for cheap and ample water communications, point, unerringly, to the improvement of our great natural water-ways, and their connection by canals, or by short freight railway portages, under the control of the government, as the obvious and certain solution of the problem of cheap transportation."

Although the committee above quoted are of opinion that one or more double-track freight railways, honestly and thoroughly constructed, and owned or controlled by the government, would doubtless serve as a very valuable regulator of all existing railroads within the range of their influence, it is doubtful whether any case has really occurred, where the government has successfully competed with private companies in the transportation of freight and passengers by rail.

The experiment has been tried more successfully in Belgium than in any other country; but, according to the report of the Congressional committee, above quoted, rates in that country are now mutually agreed upon between the railroad companies and the State, and there is no longer actual and efficient competition even between the State and private railways.

The Erie Canal is, however, an instance of a great work constructed and successfully operated by a State Government.

From the report of the Auditor of the Canal Department of the State of New York for the fiscal year 1866, it appears that the cost of the canal, including interest, was $140,000,000, all of which, with a surplus of over $41,000,000, had been refunded to the State.

The charge for transportation over the Erie Canal, for the last ten or fifteen years, has been less than one cent per ton per mile, and it has acted as a valuable regulator of freight charges on competing lines of railways leading not only to New York, but to Boston, Philadelphia, and Baltimore.

The river and ocean routes of California are now controlled by railroad companies, by combination, purchase, or other means, and no water line can be maintained except by State aid.

The establishment and maintenance of river and ocean lines, with rates of charges fixed by

the State, could probably be secured by a guarantee, on the part of the State, from loss, or of a small percentage of profit on the investment.

The construction of competing lines of railways in this State would not be beneficial or desirable, but the water lines are already in existence, and the cost of the equipment necessary for maintaining a regulating line of steamers would be comparatively small, the San Joaquin and Sacramento Rivers acting as regulators to the Central, and the bay and ocean routes to the Southern Pacific Railroad.

The statistics in the preceding pages of this report are given to show that the conditions of our commerce in California do not warrant the subsidizing of ocean and river lines of steamers to compete with railroads already built, nor for the building of government railroads. Aid so given would come out of the productive industry of the State, and its effect would be to compel localities, not in the remotest degree benefited, to contribute in aid of those places immediately interested—a manifest injustice. The fact that so large a part of the transportation of the State is done by water-craft, owned exclusively by private parties, who ask for no subsidies, is the most conclusive argument that can be adduced against the inauguration of such a policy.

The system of subsidizing railroad transportation companies, in order to secure railroad facilities in advance of population and industrial development, has been tried and wisely abandoned by our people.

It resulted in antagonizing producer and carrier, and the hostility of the people to railroad transportation companies is largely due to that cause. Its reinauguration in the form of public aid, in the establishment of steamer lines to compete with railroads, for the construction of which latter we are already being taxed to some extent, would not commend itself to the public. Moreover, there is no difference in principle between granting public aid in the establishment of steamer lines for transporting the products of the State to market than in granting public aid for the construction of railroads to perform the same service. In either case it is forcing commercial facilities, which are not warranted by present industrial development.

The enterprises inaugurated through grants of public aid have given an impulse to business for a time, yet the diversion of trade, consequent upon their completion to new points, has usually caused a corresponding depression in the very localities which had been loud in advocacy of such schemes.

The government aid to the Pacific railroads has been the means of overcoming distance, of cheapening transportation, and of bringing us into speedy intercourse with the Atlantic States. It is one of those departures from the anti-subsidy principle that California can afford, and if other States do not complain, we should not. Yet the aid so granted must all be repaid with interest from rates upon productive industry. The principle moreover is vicious, and there are few cases wherein its exercise is justifiable. But our people demanded railroads, and men of enterprise responded to the demand. Now we have, as the result, more railroad mileage per capita than most other portions of the United States.

One of the implied conditions precedent to having railroads, and other transportation facilities, is that the public who use them shall maintain them. This fact, which is axiomatic, seems to have been overlooked. Notwithstanding this, it is the great unwritten law which no penal enactments or organic law can set aside.

The railroad system of California is grand in its conception, and has anticipated by many years our industrial development. Hence, for a long time, higher rates must necessarily prevail for local freight and passenger service than are charged in more densely populated communities.

REPORT OF THE SELECT COMMITTEE OF CONGRESS.

The principles involved in the recommendations of the select committee of the United States Congress, on routes to the seaboard, are referred to here for the purpose of directing public attention to the relation which railroads and other transportation companies bear to productive industry. From the Mississippi Valley and the great grain-growing section of the West, where the greater portion of the cheap commodities are produced, the Mississippi River and its tributaries to the Gulf of Mexico, together with the chain of lakes and rivers to the Atlantic seaboard, form one of the most magnificent systems of inland navigable waters on the globe. There are five great trunk lines of railway to the Atlantic ports from Chicago with western connections to the Mississippi River. The competition afforded by the lakes and the Erie Canal to the seaboard, and the great river and its tributaries which drain the center of the continent, are the great and overshadowing causes of the discrimination in rates against the intermediate points.

Now, suppose the government were to construct one or more lines of railway to compete for this traffic? Neither governments nor individuals can construct railways without the investment of money, the principal and interest of which must be repaid. The principal and interest must be realized, either by a charge on the traffic available to the roads or by a tax upon the whole people. The same may also be said of the cost of operation and maintenance. In fact the same conditions surround the government roads as those owned by private parties. A large part of the cost of constructing the lines already built is owing to subjects of foreign States or to citizens of our own States. The interest and principal of these debts must be realized from the charges for transportation upon the lines, as also the expenses incurred for operation and maintenance; the whole must be paid from the proceeds of productive industry. It will not be contended that private enterprise has not kept pace with industrial development, in supplying transportation facilities, or with the demands of the traffic. If anything it has been in advance thereof.

Now, would it not be of doubtful expediency for government to enter upon a line of policy which would eventuate in largely increasing transportation facilities, and thus dividing with the existing railroads a traffic, the receipts from which, when all of them are pooled, are found barely adequate to meet the annual liabilities of the companies, because of the competition afforded by the system of inland navigation alluded to?

The government would have to make the same discriminations in its rates that private roads do, or make up, by direct taxation of the people, what might be lost in operating its roads. It would be compelled to meet rates where rail and water transportation meet, as well as at competing points of other lines of railroads; either this or to prohibit competition among all railroads and other transportation companies. This latter method would involve the same process

adopted in Belgium—a division of traffic and pooling of earnings with private transportation companies.

As a rule, there can be no competition between railroads for local traffic. No two railroads are built parallel and near enough to compete for each others* traffic. Their termini may be at the same points, but they diverge from each other on leaving either terminus, so as to include the most populous and productive routes, and unless lateral branches are constructed to reach out for each others business, there cannot, of necessity, be any competition for the local business, and the carrier must regulate the charges on such traffic on a scale varying with the circumstances and the terminal values of the articles transported. It must be borne in mind that all transportation charges must, of necessity, be paid out of the rewards of productive industry, whether owned by government or individuals. The same rules, also, will govern in establishing rates for traffic along the line of a government railroad as apply to private railroads. If the expense of construction, operation, and maintenance is not imposed upon the traffic, then it must be met by taxation, and in either case it will come out of productive industry. If the latter be the case, those contribute who reap no benefit; if the former, then the expense is borne by those who receive the specific benefits derivable therefrom.

RAILROAD MONOPOLY.

In this State, with few exceptions, one single corporation has undertaken to supply railroad facilities for the whole people. In doing this, lines of railroad have been projected and constructed through districts of country offering few inducements for profitable traffic. These lines traverse the principal valleys through which run also the two great water-courses of the State. They also skirt the great bays and estuaries leading into rich interior valleys. Bordering upon, and adjacent to these inland water-ways, extending back for a distance of from five to fifteen miles, lies the greater part of the productive portion of California. The same may also be said of the agricultural land along the coast, the products of which find their way to market upon the ocean. Upon these water-ways ply every species of steam and sail-craft adapted to their navigation, and it is not an overestimate to say that three-fourths of the †agricultural, and nine-tenths of the forest products, reach the market independent of the railroads, or, in other words, the rates for transporting them are determined by the facilities afforded by these means of transportation.

If these water facilities did not exist the railroads would indeed have a perfect monopoly of the carrying trade. With these agencies, however, effectively preserved, offering as they do, opportunities for profitable traffic to the water-craft, so far as the carriage of the products of the soil to the general markets and of supplies to the interior is concerned, there is not much to fear from railroad monopoly. Notwithstanding all these agencies there is, however, presented to view through them what appears to be an injustice to local shippers, because of the discrimination in local rates they involve on the part of the railroads. This subject will be discussed under appropriate heads.

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* Local traffic is here meant—traffic to and from intermediate stations.
† See table of grain statistics, page 49.

INFLUENCE OF THROUGH UPON LOCAL RATES.

Through rates generally influence largely the local rates. If the through traffic is performed at remunerative rates, the local traffic is done at reasonable rates. If, on the contrary, the through or competitive traffic is done at unremunerative rates the local business appears to suffer, because it is taxed with the deficit in the through business. Violent fluctuations in rates nearly always result from active competition, and it has come to be believed by many of those who have made the question of transportation a careful study that this is the real and difficult question to be solved. Uncontrolled competition is the immediate cause of fluctuating rates and discrimination. In this State fluctuations in railroad rates are few, because most of the railroads are under one management.

Reasonable rates are sought to be established primarily by all transportation companies, and the cases are not numerous of their being increased subsequently. In nearly every instance, where local industries are developed, a shading in rates usually follows in the ratio of the increase in the volume of business.

Through rates eastward or westward are not materially affected by the fluctuations in the rates on the trunk lines east of the Missouri River, for the reason that the rates of freight to and from the Pacific Coast will always be determined by ocean competition. This, of course, compels the railroads connecting the two oceans to pro-rate with each other on this traffic. But for all the local traffic of railroads, there cannot of necessity be any competition, and the rates must be regulated wholly with reference to the value of the service rendered, and a general recognition of a mutuality of interest between the producer and the carrier. When it is considered that railroads once constructed are permanent features of the country through which they run, as much so as canals and natural water-ways, the fact becomes apparent, that conditions, similar to those which control in the fixing of rates for the latter, must be recognized in establishing rates for the former. These conditions are so varied by circumstances that no inflexible standard for adjusting them can with safety be adopted.

DISCRIMINATION.

The subject of discrimination, as applied to transportation, involving, as it does, so many conditions and circumstances connected with the laws of economics, may in its consideration cause one, with some degree of justification, to hesitate before discussing it under the present state of public opinion. I am free to confess, at the outset, to some misgivings in entering upon a task which has puzzled some of the ablest minds of this and other countries; a subject, too, which is so difficult of presentation to the comprehension of those who are to sit in judgment upon the deductions and conclusions that may be reached.

What constitutes discrimination as applied to transportation? Generally it is understood to be the charging more for the same service, under like circumstances, to one person than to another.

If the term *unjust* discrimination were used, it would imply a wrong to which a remedy should be applied. But the simple term, discrimination, in this connection, is but another term for competi-

tion, or differences founded upon natural distinctions which are the only obstacle to a uniform tariff of rates proportioned to distance carried. Discrimination against or in favor of localities generally results from competition or natural conditions.

The power of the government to regulate the rates that a common carrier may charge for transportation service, or any service within the State, is as indisputable as is the power to enact sanitary and police regulations; and were it disputed, the final determination of the celebrated "Granger cases" in the Supreme Court of the United States sets at rest that question.

That no misconception may be put upon the discussion of the question, of what constitutes a *just* and *unjust* discrimination, I desire to assert that not a jot or tittle of the rights that belong to the State over this question should be relinquished. When their exercise should be stopped, should be fixed by the light of all the experiments tried elsewhere.

The question then for solution is, shall the railway companies carry passengers and freight between points where water competition exists, at such rates as the water-craft may establish, or shall they abandon business with such points? There are certain fixed expenses connected with conducted railroads that must be met: first, cost of operation and maintenance; second, cost of equipment; third, the interest on the capital employed in their construction.

These demands must be met by the earnings. When the cost of operation and maintenance is obtained, and a fair remuneration on the permanent investment in their construction and equipment, the rates on the traffic should be gradually reduced as the volume of business is increased. This is one of the reserved rights of the people which should be asserted when common carriers fail to realize the fact.

In establishing tariffs, the principles set forth in the preceding postulate are the controlling factors. If the railway companies abandon business between localities having water communication, because of the low rates usually prevailing between such favored points, two results naturally and almost necessarily follow: first, the water-craft advance their rates; and second, the railroad advances its rates between non-competitive points. The carrier by water has gotten rid of his competitor by land, and one source of revenue to the railroad has been cut off, and the manager seeks its supply from points freed from competition.

The carrier, in establishing rates for passengers and freight, first ascertains, as nearly as possible, the cost of the service. This cost is in proportion to the volume of the business done, and the cost and character of the road.

Assuming then, that the service to all non-competitive points is performed at just and reasonable rates, it follows that the freight and passengers, to and from competitive points, must be carried at rates fixed by the competition; and if the cost of the service is not greater than the competing rates, the carrier will perform it and not lose thereby. If he could obtain more than the cost of service, the additional receipts would be just so much profit, and to that extent influence a reduction of rates elsewhere.

If railroad transportation companies were compelled by law to do all their business at the competitive rates, which natural conditions have made necessary, it would be only a question of time when

bankruptcy would follow. Instead of accepting such a condition, however, the companies would abandon their competitive business, and adjust their tariffs for the local traffic so as to meet the necessities of their business. Any profit derived from the competitive business is a benefit to the local shippers, because it tends to lessen the local charges.

The public complain, not because of too high rates charged for the service rendered between non-competitive points, but because by comparison they are in excess of those charged for like service between competitive points, and hence the unpopularity of discrimination.

As before stated, *unjust discrimination* requires a remedy, and when practiced a remedy should be applied adequate to its prevention. Common carriers should be made to serve all their customers alike, under like circumstances, and any unjust discrimination or extortion should be followed by severe penalties. But it cannot be maintained that to carry freight and passengers to and from competitive points at lower mileage rates than are charged between and to intermediate points where no competition exists, is an act of injustice to shippers or passengers residing at the latter points, unless it be assumed that common carriers are bound to serve all their customers alike, regardless of circumstances. All the conditions and circumstances bearing upon the subject must be considered in order to avoid reaching erroneous conclusions.

To illustrate this subject, take a special case: * San Francisco and Sacramento are connected by navigable waters, and in the exchange of commodities between the two cities they have always the benefit of cheap transportation. A railroad 151 miles in length connects them, and passing through a number of interior towns heretofore having imperfect inter-communication. By rail one of these places (we will call it Galt) is located 27 miles from Sacramento and 124 from San Francisco. How has it been affected by the construction of the road? Before its construction freight from San Francisco destined for Galt was shipped to Sacramento by water, thence by wagon to Galt. Since the completion of the road there are two routes to Galt from San Francisco—one by rail direct, the other by water navigation to Sacramento, thence by rail. Taking the water route, the rate for shipping to Galt is found, by adding to the water rate from San Francisco to Sacramento the rail rate from Sacramento to Galt. The latter rate is much below the former rate charged by wagon, and to the extent of this difference the shipper at Galt has been benefited by the building of the road, not to mention the greater convenience and saving in time, of which he now receives the benefit.

There would be no complaint if the road terminated at Galt, but a new route having been opened to Galt direct from San Francisco, 124 miles, gives rise to all the trouble. The railroad is obliged to carry freight from San Francisco to Sacramento via Galt at the low-water rate, which is below the average cost of railroad transportation; but if it derives a small profit from this source, it is enabled to make a reduction in rates between San Francisco and Galt direct, and between Sacramento and Galt. It is obliged, however, to charge the shipper at Galt more per ton per mile for the distance of 124 miles, than is

* An illustration suggested by Colonel Fink.

charged per ton per mile to Sacramento, but the total charge can in no case exceed the sum of the water and rail rate from San Francisco to Galt via Sacramento, else the latter would be the preferred route. It cannot be contended that it is unjust to the shipper at Galt because he is charged more proportionately than the shipper at Sacramento, who always had the benefit of the water rate. To do so would be to compel common carriers to expend their money in overcoming natural obstacles, and in placing the benefits arising therefrom at the disposal of those places less favorably situated.

Railroads cannot successfully compete in the transportation of freights with carriers on navigable waters. The principal element utilized by the latter costs them nothing, while the former is compelled to make a heavy expenditure before he can move a bale of goods.

It would seem, then, that discriminations have to be made in transportation, and the carrier does not create them of his own will, but natural obstacles or conditions render them necessary. To refuse the low competitive freight would increase the cost of carrying other freight, and were the intermediate rates reduced to the scale of the competitive rates, operation of the roads would cease. Localities are naturally more or less favored in regard to facilities for transportation. The common carrier is bound to treat all similarly situated alike, but cannot be compelled to overcome existing differences. Necessity compels him to carry freight at lower rates to shippers of some localities than to others less favorably situated, but this of itself does not constitute an injustice to the latter, provided the rates are reasonable in themselves, and are alike to all similarly situated.

There are discriminations arising from the classification of merchandise, and from competition among dealers in certain kinds of merchandise in different localities, such as coal, lumber, and other cheap commodities, which will not bear a high rate of transportation. For example, lumber is sent from the mills at Truckee, eastward to the vicinity of Salt Lake, just as cheaply as to points one hundred miles nearer Truckee. This of itself constitutes discrimination against the nearer point, but if the lumbermen gets a small profit at the farther point, and the carrier the cost of transportation or a little more, it makes the income of each average better, and creates a market which could not be had if the same proportionate rate were charged as is charged to the nearer points.

The same rule will apply in relation to coal brought from the mines of Wyoming. Unloaded cars weigh, on an average, a little more than half as much as loaded cars. At what rate can they be moved so as not to cause loss to the carrier? Whatever is gained in that way, although the rate to points westward is proportionately less than to Salt Lake, is so much made, yet in the latter case Salt Lake is discriminated against locally, but the amount earned in transporting the coal and lumber the longer distances enables the carrier to transport the return freight at correspondingly lower rates.

Merchants and manufacturers make discriminations in their trade founded upon the same natural differences and distinctions that affect transportation charges. Competition in trade and commerce results in discrimination between persons doing business in different localities. The merchant at Salt Lake can obtain goods at San Francisco at better rates than the merchant at Virginia City. The former has the option of the eastern and western markets, with equal facilities for

reaching them; the latter is almost necessarily confined to the western market. Their geographical positions, relatively to transportation facilities, give the Salt Lake merchant this advantage; and when he appears in the San Francisco market our merchants know that they have to compete with St. Louis and Chicago for the customer. They will accept a profit that would not tempt them from the Virginia trader. Legislative enactments cannot affect the relations of the two localities named to the markets of the world. Commercial law is flexible, and adapts itself to those differences founded on natural conditions, and it is the same principle that underlies the adjustment of tariffs by transportation companies.

As bearing upon this subject, it is difficult to ignore the fact that almost every railroad company, both in this country and in England, was chartered with specified maximum rates, up to which there existed the legal right to arrange transportation charges; and yet not one single company in either country can be found whose average charges are equal to the legal maximum. The principal roads in this State do not average above three cents per ton per mile for freight, and three and one-half cents per mile for passengers. The statute existing at the time of their incorporation allowed them to charge fifteen cents per ton per mile for freight and ten cents per mile for passengers.

The modifications in the rates made by transportation companies grow out of their experience, which invariably shows that a large volume of business at reasonable rates proves much more remunerative than a small volume at high rates. The profits of the former are limited only by reaching the maximum of production; while the profits of the latter are reduced by the limitation of production to its minimum.

The Legislature has not fixed inflexible rates, but has wisely assumed that the reductions which have been made by the transportation companies fixed a new line of maximums, which it would be for the public interest to have recognized as sufficiently remunerative.

INFLEXIBLE RATES.

Hitherto inflexible rates, in those States which have adopted them, have proved detrimental both to the producer and carrier. The cost of transportation must be met by a charge for the service rendered. The cost of this service depends upon the volume of business and the character and cost of construction, and maintenance of the road over which the traffic is transported. No correct calculation as to such cost can be made by a legislative body or any other inexperienced persons.

Even with experienced agencies contingencies arise which set inflexible rules at defiance. What would be a just and reasonable rate, with a given amount of business, would be an unjust and unreasonable rate with two or three times the same amount of business.

The operation of railroads, or other transportation agencies, "like all other industries is subject to the 'law of economics,' that in it the prices should be regulated according to the value of the transportation service, as determined by the action of supply and demand." The operating results should be made public by government authority, and whenever any irregularities by extortion or unjust discrimination are practiced, let them be exposed through the medium of the

Courts, and common law remedies applied. The common law prohibits common carriers from making unjust discriminations in, or unreasonable charges for transportation services, the implication being that there may be just discrimination founded upon natural conditions.

Let the department of government, in which is lodged the power to regulate transportation companies, prescribe the method by which to enforce a common law duty, which all transportation companies voluntarily assume when they exercise the functions of a common carrier. Let all transportation companies be subject to it, and whenever violated let the remedy be speedy and simple. Let the State authority be invoked for the enforcement of remedies at common law, when private parties might be deterred from seeking a legal remedy on account of the expense. Let the burden of proof of reasonableness of the rates, or of the justice of the discriminations made, be thrown upon the transportation companies, and if the charge of unreasonableness be sustained let the company found guilty of exacting such rates be made to pay the expenses of the suit and the fines imposed. If, on the contrary, the carrier should establish the reasonableness of his rates, let the State pay the costs. Such a law would be just and proper for both carrier and shipper, and if rigidly enforced would soon determine whether the complaints of unjust discrimination or extortion were well founded.

In corroboration of the correctness of the principles herein set forth, the following extract is given from an opinion of the Supreme Court of Illinois, in the case of the Chicago and Alton Railroad Company *vs.* The People *ex rel.* Gustavus Koerner *et al.*, Commissioners, in which the principle is clearly and conclusively set forth:

> This provision, expressly directing the Legislature to pass laws to prevent unjust discrimination, is a recognition of the palpable fact that there may be discriminations which are not unjust, and, by implication, it restrains the power of the Legislature to a prohibition of those which are unjust. That was undoubtedly the object of the Legislature in passing the existing law. This is clearly shown by its title. But the Act itself goes further. It forbids any discrimination whatever, under any circumstances, and whether just or unjust, in the charges for transporting the same classes of freight over equal distances, even though moving in opposite directions, and does not permit the companies to show that the discrimination is not unjust. The mere proof of the discrimination makes out a case against the railway companies, which they are not allowed to meet with evidence showing the reason or propriety of the discrimination, and then, upon this sort of *ex parte* trial, imposes, as a penalty for the offense, a forfeiture of the franchise, which would often be equivalent to a fine of millions of dollars. The object of the law is commendable, but such a proceeding, to be followed by such a penalty for the first offense, cannot be sustained. It could only have been authorized through the inadvertance of the Legislature.
>
> The law as it now stands, makes an offense out of an act which might be shown not to be an offense, but an exercise of a wise discretion, really beneficial to the people of the State, and while debarring the companies from all right of explanation, confiscates their franchises upon the first conviction. The Legislature cannot raise conclusive presumption of guilt against a natural person from an act that may be innocent in itself, taking from him the privilege of showing the actual innocence or propriety of the act, and confiscating his property as a penalty for the supposed offense. Those provisions of our Constitution which forbid the deprivation of life, liberty, or property except by due process of law, and which guarantee "the right of trial by jury," as heretofore enjoyed, and the right in all criminal prosecutions to appear and defend in person and by counsel, would all be violated by such a law. Those provisions, it is true, are designed to apply to natural persons, but artificial persons must be permitted to invoke the spirit of justice which prompted them, so far as may be necessary to protect their property and franchises against the operation of a law that substantially condemns without a trial. That the naked fact that a railway company charges a larger sum for transporting freight of the same class over a given distance than it is charging for the same distance over another part of its road, or in the opposite direction, is not, of itself, conclusive evidence of an unjust discrimination, will be manifest on a moment's consideration. Take, for instance, the road of the appellant, with one terminus at Chicago and the other at East St. Louis. At one season of the year more freights are moving from Chicago towards East St. Louis than in the opposite direction. The consequence, of course,

is that the supply of empty cars at the latter point will be in excess of the demand. There is a water route between these points which also touches several intermediate stations upon the road. Now, unless the railway company is permitted, under such circumstances, to induce shipments over its line by lowering its freights, it is evident that a portion of its cars will return empty. This would, of course, necessitate a higher charge for freight moving towards St. Louis than it would be necessary to impose if return freights could be secured by lowering the rates on the return trip. To forbid the company to lower the rates of return freight would thus benefit no one, and would work an injury both to the company and to the people along the line. At other seasons of the year the larger amount of freights is moving in the opposite direction, and then the operation must be reversed.

We give this illustration for the purpose of showing that a difference of price for the same distance of transportation is not necessarily an unjust discrimination, and that any law must be fatally defective which infers guilt, as a conclusive presumption, from the mere fact of difference of rates, without permitting the companies to show why the different rates were adopted.

A judicial investigation, at the instigation of the governing authority, alone can determine as to the justice or injustice of transportation charges. That no one may be wronged, let there be a most thorough investigation by men who have made the business of transportation a study, and it will soon bring to light and establish the principle upon which extortion and unjust discrimination should be determined.

If transportation companies will not be governed by an enlightened self-interest, nor make rates which the public can afford to pay, let judicial determination be invoked, and when proper rates are so established let them remain in force until the business will warrant reductions. There should be no guessing at what can only be determined by ascertaining the cost and value of the service rendered, duly recognizing a reciprocity of interest between the producer and the carrier.

That the relation of shipper and carrier may not always be one of reciprocity is susceptible of demonstration; but two interests so closely allied as those of producer and carrier cannot be very widely separated. The carrier must derive all his revenue from the public, and his interest should induce him to encourage production to its maximum extent. This can only be accomplished by the establishment of such rates as the producer can afford to pay, without lessening the volume of business of the carrier. As has already been stated, the experience of all transportation companies goes to show that in the long run it is the *large* volume of business at *low rates* that proves most remunerative, and not the small volume of business at high rates. The cheaper products of this State will bear only a low rate of transportation. The average rate per ton on wheat for all distances by rail does not exceed $2 50, and for the greatest distance carried in no case does it exceed $6. This is the maximum. To charge more would stop its production for the general markets and deprive the carrier of a return freight which would be profitable to him without being burdensome to the consumer. To enable the carrier to do this, "discrimination" in the classification of freight is necessary, so as to favor the producer of the wheat.

The actual cost of handling and moving a ton of tea for any distance is no greater than that of a ton of wheat, yet a charge of fifteen cents per ton per mile for the tea and two cents per ton per mile for the wheat would be a discrimination very much in favor of the producer of the wheat and against the owner of the tea. This, however, is not an *unjust* discrimination, but a judicious distinction, founded upon the law of values. The true economic principle involved is

disclosed by the fact that the value of one is over thirty times that of the other; and $5 per ton for the wheat carried 400 miles bears more heavily on the consumer than $150 per ton would on the consumers of the tea. From this illustration, it would seem that a judicious classification of goods is in the interest of both shipper and carrier, and, to extend the analysis, the conclusion is reached that a low maximum rate on high-cost goods is against the interest of the producer of the cheaper and more bulky commodities. An unlimited maximum on the former will enable the carrier to move the low-priced goods at a minimum rate. The extension of this principle to the details of the transportation business is the key to the reciprocity between producer and carrier.

The transportation business furnishes many instances wherein the interests of shipper and carrier are reciprocal, and discrimination justifiable, both in the classification of goods and by distinctions which natural conditions necessitate.

If the common carrier can absolutely, of his own will, charge much higher rates, what but this reciprocal relation prevents his doing so? There are laws other than statutory that govern, and they may be summarized as an enlightened self-interest between shipper and carrier, cost and value of service, and competition. These are limitations on fares and rates that no inflexible statutory law can remove.

COMPETITION.

Of these, competition has been relied on as the most effective in regulating the rates for common carriers. Yet most of the public complaints of discrimination are the result of competition. A proposed remedy is a law forbidding differential rates; that is, "a greater charge for a less distance than for a greater distance." For example, take two roads in California, the termini being Sacramento and San Francisco. One is 151 miles and the other 84 miles in length, including their water connections. While operated, as now, by the same management, there can of course be no competition between them. They are owned, however, by separate companies, and may at no distant day be controlled by different interests. Now the "charging *less* for a *greater* distance" is the same as charging more for a less distance, and the application of the rule inflexibly to these roads would, in effect, divert all the through traffic to the shorter road, because the longer road would have to make less mileage rates for a greater distance, and it would virtually prohibit competition between the two roads. But aside from these considerations, there is another factor of first importance. The Sacramento River runs between these two roads, and determines the rates for both, on all through traffic. The strict application of the rule would then prohibit either road from doing any of the through business, because the low rates afforded by the river would compel the railroads, in order to meet it, to discriminate against all the intermediate non-competitive points, and would consequently involve an increase in local rates, to make up what was lost by abandoning the business to the competitive points. Would it be the part of wisdom to impose such a penalty?

In this connection, the question may be asked, is the competition afforded by our navigable waters detrimental to the public interest?

While it has its evils, by giving rise to discrimination against

localities, yet it stimulates economical management and improved service, and the public reap the benefits therefrom.

Furthermore, would not the enforcement of the above mentioned rule tend to a combination of all the transportation lines, and thus create a monopoly? And this done, would there be the same stimulus to economical management and improved service as with competition?

ELEMENTS DETERMINING LOCAL RATES.

It has been stated that the local traffic of railroads, except at competitive points, is subject to be determined by the cost and value of the service rendered. If the competitive traffic could be determined upon the same basis there would be but little complaint, on the part of the public, of discrimination. Hitherto no such result has been attained in this country. The Reagan bill, which recently passed the Lower House of Congress, is intended to secure this result for inter-State commerce, but it prohibits the very means which alone can accomplish it, to wit, the division of the traffic or the "pooling" of the earnings of the competing lines. This latter method, if conscientiously adhered to on the part of the companies, it is believed, would solve the difficulty, by abolishing those violent fluctuations in rates so annoying to shippers. But without some governing authority to enforce such voluntary arrangements no permanent relief from fluctuating rates can be obtained by it.

In Belgium, where sixty per cent. of the railroads are owned by the government, cutting of rates by private roads is prohibited by the governing authority, and in all instances an equitable division of the traffic is made between them. Just and reasonable rates are enforced on both the private and public railroads, and, as a consequence, there is very little friction between the shipper and carrier. But, in effect, it amounts to a consolidation of the government railroads with those owned by private parties.

If a consolidation of all the railroad lines in this country should result in the establishment of just and reasonable rates to shippers, and in improvement of service, as in the case of the consolidation of the system of railway lines comprising the "North Eastern," in England, controlling about one-fourth of the inland traffic of that country, it would be very desirable to secure its accomplishment. Moreover, if the same incentive to economy of management and improved service should result from such consolidation, it should be encouraged by the government. But I am constrained to believe, however, that for the present, a consolidation of all the transportation lines under one management, would destroy, in a measure, the greatest incentive to economy, and a proper regard for the public, whom they serve, unless there were created a governing board, endowed with power to enforce upon the rival lines a division of the traffic, in such manner as would prevent violent fluctuations in rates, and, as a natural consequence, avoid unjust discriminations.

Excellence is stimulated by competition in any industry or avocation. It is measured by comparing one's own service with that of some other person performing similar service. Hence, removing the competing service, would remove one of the incentives to excellency.

There are exceptional cases like that of the "North Eastern," cited by the special committee of the British Parliament in their report of 1872, already referred to, wherein a consolidation of a system of

thirty-seven competing railway lines has resulted in reduction of rates, improved service, and increased value of the property. An analysis of this case however, leaves little room to doubt the causes. In England, capital, wherewith to construct railway lines, is cheap. It seeks investments in enterprises that promise even small returns, and the stimulating causes to economy, improved service, and lowering of rates, are the fear of encouraging the building of competing lines, and also a recognition of a public interest inseparable from and running parallel with their own.

In the case cited by Mr. Charles F. Adams, Jr., in his work, "Railroads; their Origin and Problems," of a Massachusetts railway company monopolizing the carrying trade of a certain district of country, satisfactorily to the people served by it, similar reasons may be adduced. Capital in Massachusetts seeks investment in enterprises promising reasonable returns. The savings of the people are invested in the stock and bonds of railroad and transportation lines, serving the communities in which they live. Hence a general interest dictates just and reasonable rates, economy of management, and improved service, and so preventing fluctuations in charges.

In this State the general public are not familiar with the duties and responsibilities of railroad transportation companies. One of the principal reasons is that the stock of such companies is owned and controlled by a very few individuals. In England and the Atlantic States of our Union, railroad stock and bonds are held by a large number of people, because of the little care they give to the holders thereof. If the farmers and merchants of this State, whose products and goods have to be transported to market, and whose interests would seem to impel them to investigate the relations of the carrier to the producer and shipper, should invest some of their surplus profits in transportation securities—enterprises which will never go completely out of sight so long as industry thrives—it would be much better for both parties. When such securities become favorite investments with the industrial classes there will be less friction than while two industries so inseparable as producing and carrying are antagonized.

In order to remove this antagonism an intelligent understanding is required of these questions: What are the rights of a shipper? and the correlative, What are the duties of a carrier?

To the first question we would answer: "Just and reasonable and like rates to all persons under like circumstances and similarly situated." Then the reciprocal: "To make just charges for every service; to make no unjust discrimination against any person or place; to meet competing rates, and to manage the details of the business of transportation without unjust interference on the part of the public." When it is understood that just and reasonable rates, and no more, are to be charged, no matter whether by a company controlling all the lines of transportation or by a score of them, acting independent of each other, a better era will have been inaugurated.

THE PRINCIPLES GOVERNING RAILROAD RATES.

As a means of directing attention to the investigation of the relation of common carriers to the public, and to aid in bringing about a better understanding of the principles upon which tariffs are

framed, a translation of a paper of the highest authority is subjoined hereto:

[By M. de la Gournerie, Inspector-General of the French Corps of Bridges and Highways. First published in the Bulletin of the Society for the Encouragement of National Industry, of February, 1879, and afterwards in the Revue generale des chemins de fer, of March.]

(*Translated for the Railroad Gazette.*)

"The science of economics is summarized in the word *value*, of which it is simply the long definition."—*Bastiat.*

A certain confusion prevails in discussions relative to the establishment of railroad rates, because the question is not governed by any generally accepted principle. The studies which I have made have convinced me that, in spite of some peculiar circumstances, the operation of railroads, like all other industries, is subject to the great laws of economics; that in it the prices should be regulated according to the *value* of the transportation as determined by the action of supply and demand; that when different bases are adopted, such as the length of the haul or the amount of the cost, we are led into contradictions and impossibilities; that the existence of a monopoly modifies the effects of supply and demand, but does not suppress them; finally, that the measures by which sometimes the charging of certain kinds of transportation according to its value is prevented injures the interests which they are intended to protect.

I propose to examine these different propositions separately.

GENERAL CONSIDERATIONS CONCERNING VALUE.

The *value* of goods is regulated by an equilibrium between supply and demand. In general the *cost* of production influences only the *supply*, and is only one element of the *value*. The difference between what a product is worth and what it has cost is sometimes quite large. Thence result various irregularities which strike us strongly when we begin to study the industrial order of society.

In consequence of exterior circumstances often difficult to foresee, supply and demand may experience variations which, by modifying values, introduce the greatest trouble into callings. We have seen industries, such as that of hand-weavers, destroyed, and numerous families fall into misery.

The question of temporary suffering caused by new machines is connected with the much more general problem raised by the difference between cost price and value.

Nevertheless, an attentive examination shows that the law of supply and demand contains a regulative principle indispensable to society. It directs workmen towards the most useful works, and resources towards the countries threatened by want; it perfects the arts by stimulating all activities; augments the general wealth and attracts mankind into new paths. It is a universal suffrage, where each person is frequently called upon to vote as a producer and as a consumer. The totality of what is offered for sale, the totality of demands, determine the impulses, and their resultant governs the industrial world.

This law is not of human invention; it is established everywhere, and we cannot comprehend how society could exist without it. Those powers which have desired to overrule it in matters of any importance have aggravated the evils which they intended to prevent, and have abandoned the attempt. Everything proves that we ought to confine ourselves to mitigating the sufferings (very real they are) which it accidentally occasions, but without opposing its effects, at least in industries on a large scale. An article of transportation, like every article of goods and like every service, has a value determined by the action of supply and demand: we should pay for it *not what it costs but what it is worth.* An exception to the general law of transactions should be made only for powerful motives.

Without dwelling on this point, I proceed to examine some special questions which have occasioned lively discussions.

TRANSPORTATION OF WOOL FROM ALGIERS TO ROUBAIX.

The Northern and the Mediterranean railroad companies carry wool from Marseilles to Roubaix at the rate of 76.50 francs per ton. A few years ago the wool sent from Algiers to the same destination was carried to Dunkirk by English vessels for 65 francs. The expenses at Dunkirk and the carriage thence to Roubaix barely exceeded 11.50 francs, so that, under the action of supply and demand, the transportation of wool to Roubaix had practically the same value from Algiers as from Marseilles.

The wool shipments from Algiers could not be attracted to our railroads and secured for French vessels except by asking 76.50 francs for the whole distance. This is what the companies agreed to do. They pay 20 francs for the freight across the Mediterranean, and retain the sum of 56.50 francs, which they consider sufficient to indemnify them for the expenses imposed by the transportation from Marseilles to Roubaix. We may suppose that they find a slight profit in this transaction; a railroad, in its own interest and in that of the country, ought not to neglect any traffic of a kind that will increase its receipts more than its expenses.

The inhabitants of Marseilles, believing, no doubt, that the cost of transportation determines its value, demand that the wool which they ship be charged at the same rate as that which comes from Algiers. If the rate of 56.50 francs is remunerative, they say, the companies should not ask more.

The different units of transportation carried by a company are far from giving equal profits.

If, because some of them leave as net profit only a very small part of the receipt, we assume to regulate the tariff so that it shall get only the same proportion of the whole gross receipts, it will not be able to meet the obligations which it has contracted.

The certain result of requirements of this kind would be to lead the companies to refuse all shipments on which they could not make a high profit, and consequently to abandon a considerable income while depriving the country of cheap transportation for a great quantity of merchandise.

In all industries, in consequence of irregularities in the demand, of variations in the cost of raw materials, and of a thousand other circumstances, the different products yield unequal profits. This is especially evident where, in secondary manufactures, a surplusage is utilized—an excess of motive power, a piece of useless ground, or workmen temporarily unoccupied. A good manufacturer neglects no source of revenue. The enterprise should be judged according to the total receipts and expenditures.

The argument of the *remunerative price* leads to the conclusion that, in any one undertaking, the profits on all the products should be reduced to the level of the lowest profits. Such a principle would cause great injury to industries and would occasion a considerable advance in prices.

Bearing in mind the facilities for navigation between Algiers and Dunkirk, it would not have been at all surprising if the transportation of wool to Roubaix had cost less from the first named city than from Marseilles, and then the railroad companies, supposing them free to act, would have been led to ask lower rates, if they could have done so without loss to themselves.

DIFFERENTIAL RATES—CLAUSE CONCERNING "STATIONS NOT DESIGNATED."

We read in a pamphlet published under the auspices of the Administration of Public Works in September, 1877:

"In the early days of railroad operation, the differential system was pushed so far as to become an abuse; thus it was not uncommon to see a given freight pay more for a less distance than for a greater distance on the same line. From Paris to Angers, for instance, the charge was higher than from Paris to Nantes, and that even in the general tariff.

"These anomalies, so much charged against the railroads, were not, however, a new event in the transportation business. Before the establishment of railroads, the carters likewise imposed a higher rate from Paris to Angers (191 miles) than from Paris to Nantes (246 miles), and we see that, over this route, the railroad had only followed the old cartage irregularities. The boats, on their part, formerly took more from Chalon-sur-Saone to Villifranche (60 miles) than from Chalon to Lyons (81 miles); more from Lyons to Tarascon (156 miles) than from Lyons to Arles (165 miles)."

Freight could be shipped from Paris to Nantes by navigation of the Seine, and by barges. We understand, therefore, that under the action of supply and demand, transportation from Paris had less value to Nantes than to Angers.

The transportation from Chalon to Villefranche was effected by flat-boats destined for Lyons, which had to make landings and lost time, or by special boats, for which it was difficult to get full loads. The causes of the differences could not be established with certainty without a minute investigation, which does not appear at all useful in the question which occupies us.

The railroads are under the same conditions as the carters and the boatmen. I do not see how it could be possible to establish that transportation never has a less value for a longer than for a shorter distance, or that each separate transportation should not be paid for according to its value.

The facts noticed in the document which I have cited do not appear to me to show either abuses or anomalies. It is important, however, to observe that these facts were accepted perfectly so long as they were the result of unrestricted competition.

However that may be, for several years the administration, by the clause "concerning stations not designated," forbids, in shipments in the same direction, a higher rate for a less distance. I consider this measure as an expedient calculated to diminish the frequency of complaints.

The rule now imposed upon the companies leads them perhaps to reduce their rates over certain sections, but it is probable that it oftener prevents them from reducing their rates when the value of the transportation diminishes.

A nation can adopt artificial combinations upon its own territory, but in its relations with other nations the reality of commercial facts appears, and brings to light the viciousness of the arrangements adopted. The clause "concerning stations not designated" has permitted foreign railroads to take a part of the traffic between Roubaix and St. Dié, cities in the vicinity of the frontier. Our companies cannot enter into competition and reduce their profits for this distance to the furthest limit, because they would be obliged to grant the same advantages to a great number of intermediate stations, and consequently suffer a considerable loss.

The administration has been obliged to authorize, for transit through the country, special tariffs, not to be taken as a basis for claiming the application of the clause "concerning stations not designated." It is evident that foreigners could not be made to pay more than it was worth for transportation.

UNIFORMITY OF TARIFFS.

A good deal is said of uniformity of tariffs, of regulating the rates according to the distance carried, without taking into account the value of the transportation. Thus, for example, an average price would be fixed for certain agricultural products, which might be six centimes per

ton per kilometre (1.723 cents per ton per mile). Under these conditions it would be impossible to construct a railroad in a country poorly cultivated and difficult of access, for the receipts would be insignificant. The inhabitants would declare in vain that they had no outlet, and that a railroad with a tariff of fifteen centimes would be a blessing to them. In a rich country permeated by canals, a railroad with a six centimes rate could not compete with the boats; it would find no market for its transportation; it would not be constructed unless the passenger traffic promised to yield it sufficient receipts.

The situation remains the same in case the tariff is regulated by a scale according to distance. Good results can be obtained only by fixing rates closely in conformity to the *value* of the transportation. If they exceed it, the road is of little utility to the country, and yields small receipts. If they are less than it, a gift is made to the community. I do not pretend that this latter arrangement ought to be rejected absolutely, but I believe that it can only be admitted in peculiar cases, for special reasons, and that then it is important to anticipate all the consequences.

Except for grave reasons, an arrangement contrary to the rules universally admitted in commerce ought not to be adopted. No farmer ever had the idea, in order to simplify calculations, of offering all his products for sale at retail at one average price; some would be taken away immediately, but with loss to him, and he could not get rid of others.*

Uniformity of tariffs would occasion much graver inconveniences in France than in a smaller country, all parts of which should be under nearly the same economical conditions.

It is doubtless well to prevent the introduction of too great a complication in the tables of rates, but it should be remarked that the companies will hesitate long in reducing their rates if every reduction has to apply to a large class of transportation, especially in consideration of the difficulties which are now put in the way of advancing rates.

OBJECTION BASED ON THE UNIFORMITY OF THE RATE ON LETTERS.

The success of certain uniformities, and notably of that which has been introduced into postal rates, is not an argument of great weight.

In the country, the distribution of letters appears to be effected at a price less than its real value. It is different in cities, but the overcharge, which cannot be much, occasions but slight inconvenience.

If, in the composition of postal rates, regard was had not only to the weight and nature of the papers, but moreover to the distance carried, the care necessary to verify the stamps and charge at each reshipment would introduce a very objectionable delay into the operations.†

However, when the results obtained in France are examined, it is important to notice that, in consequence of the conditions imposed upon the railroads, the administration shows in its budget only a part of the post-office expenses, and that thus the whole burden of the development of the service does not rest upon it.

TARIFF REGULATED ACCORDING TO COST.

Some have proposed to regulate the tariff in accordance with the cost of the transportation. This basis could not be applied to those roads whose net earnings cannot cover the interest on the capital invested.‡ For others it tends to fix the rates very low.

The question to which we find ourselves brought back offers some analogy, on good lines, with that of tolls on highways; but, without entering into a discussion which would require long consideration, I should remark that the difficulties of collection, which are great on ordinary highways, do not exist at all on roads where a charge for transportation is collected, and then that the abandonment of revenues can be considered only when in possession of sufficient resources.

VALUE OF THE PRODUCTS IN COUNTRIES SUBMITTED TO A MONOPOLY.

The permanent intervention of the administration in the operation of railroads is sought to be justified by saying that the companies, relieved from all competition, fix their rates in a manner wholly arbitrary.

I will first remark that the monopoly is not absolute, for the railroads find as competitors, under different circumstances, the coasting vessels, the river and canal boats, the stage coaches, and the freight wagons, and next, that a privilege modifies the effects of supply and demand, but does not destroy them. A great many monopolies exist, some by law, others *de facto*,‖ and the different merchandise has none the less a value determined without any intervention of authority. The owner of a patent can doubtless demand an exaggerated price for his productions, but when he sees that he disposes of only a small quantity of them, it often happens that he reduces his charges in order to increase his profits. If he had fixed upon too low a price, the flood of orders would lead him promptly to repair his fault. The price to which he finds himself conducted in his own interests is the result of the working of supply and demand, and determines the value of the production for the manufacture of which he has a privilege.

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* The comparison seems fair to me. A company which loses a certain amount of transportation because it asks as high a price for it as for other transportation having a higher value, seems to be acting like a farmer who should let rot those of his productions which are least in demand rather than sell them at the market price.

It is important to observe, however, that the value of any given transportation on a railroad is not known with precision, because it results from a maximum, as I shall explain further on.

† On this question an article by Bastiat, in the Journal des Economistes of May, 1846, may be consulted.

‡ *Prix de revient* is the term used by M. de la Gournerie and here translated "cost." It means cost including interest on the investment.—*Translator.*

‖ In France the cartage and coach business over long routes have always been *de facto* monopolies.

These considerations are applicable, even in case of competition, to every industry capable of receiving a considerable development. The constructors of machines may be led to reduce their prices not only by the struggle which they make to attract the orders that are going, but also by the desire to extend the use of certain of their production.

VALUE OF A HAUL BY RAILROAD—MODIFICATIONS WHICH IT UNDERGOES WHEN THE OPERATING EXPENSES DIMINISH.

During the first years after their charters, the companies were almost free to regulate their tariffs within certain limits. Spontaneously they made reductions for freight, and offered to passengers various advatageous arrangements. It is possible even that in certain cases they knowingly reduced the rates below the figures which would have procured them the greatest immediate net profits, in order to develop the industry of the country which they served; this was sowing in order that they might reap.

At this epoch we had not invented any of the restrictive measures by which we injure the interests which we wish to protect. The companies were able to make experiments, to take account of the growth which the different branches of commerce were capable of making, and to appreciate with sufficient certainty the effects of supply and demand.

The value of any transportation depends essentially upon the operating expenses; it falls when they diminish. I think it necessary to demonstrate this proposition, although it may appear to be a self-evident truth.

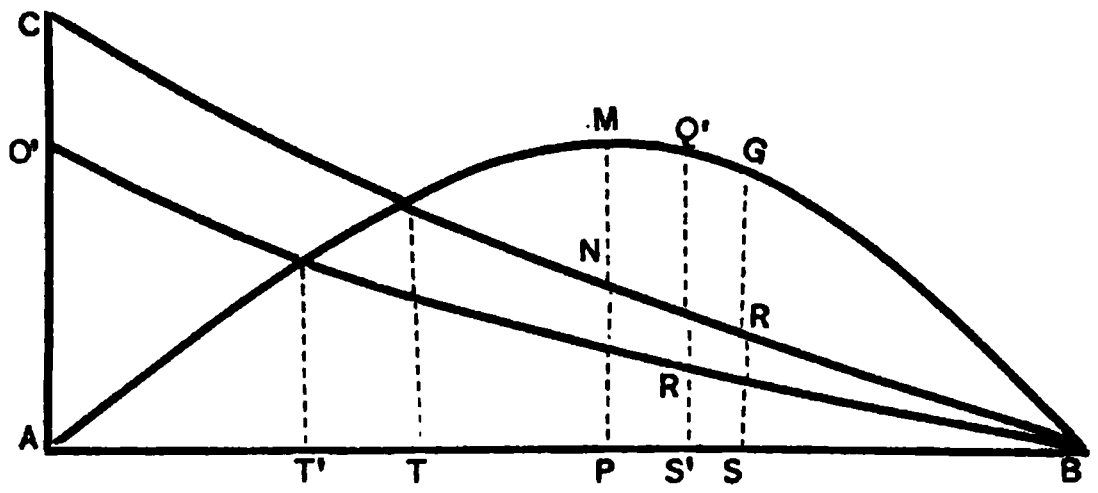
The gross receipts are very small when the rates are either extremely low or excessive. The expenses, without being in proportion to the tonnage, vary constantly in the same direction that it does, and in directions inversely as the rates charged; they are large when the rates are low, because then the tonnage is large. From this it results that the maximum net profit corresponds with a rate higher than that which produces the maximum gross receipts, and that the difference is as much greater as the operation is more costly. When the expenses diminish the value of the transportation falls, and the profits of the company increase.*

The reduction of profits when the expenses, and especially when the general expenses, increase in every locality keeps the number of workshops of each kind in proper proportion to the extent of the market. It is not so in railroad business. Whatever the fate of the company receiving the charter, a road once constructed continues to be operated, even when its traffic is almost wholly drawn from neighboring lines, and when it serves specially only intermediate villages. There results from this a notable difference as to the effects of competition between railroads, and the industries in which the action of economical laws crushes pitilessly those enterprises which do not sufficiently respond to an actual want.

THE AMOUNT OF THE COST OF CONSTRUCTION OF A ROAD HAS NO INFLUENCE ON THE VALUE OF THE TRANSPORTATION.

The problem in operation is to obtain the largest possible net profit—that is, to render the difference between the annual receipts and the annual expenses as great as possible. Now, neither the receipts nor the expenses depend upon the amount of capital employed to place the

* By the aid of a diagram greater clearness can be given to these considerations. The curve *A M B* represents the variations of the net profit of a railroad, on the transportation of certain goods between two given stations, on the supposition that different rates are asked successively. The gross receipt *S Q* corresponds to the rate *A S*. The receipt is nothing when the rate is abolished entirely, and also when it is of an amount, *A B*, so great that shippers give up sending by rail the goods in question. The curve *C N B* indicates the expense attaching to the merchandise at the different rates. As I have said, this expense is large when the rate is low; it becomes nothing at the rate *A B*, which prevents any shipments.



The abscissas *A P* and *A S* correspond, the first to the maximum receipt *P M*, the second to the maximum net profit *R Q*. This latter, always larger than the other, determines the value *A S* of the transportation per ton.

If, by more skillful operation, or by improving the technical conditions under which the road is constructed, we succeed in reducing the expenses, the curve *C B* will become *C' B*, and it will become the company's interest to ask the rate *A S'*, which, in the new state of things, gives the net profit its maximum amount, *R' Q'*. The community profits by the reduction, *S S'*, of rates; the company secures the increase of net receipts *R' Q'*—R Q. The expenses will not exceed the gross receipts unless the rate is less than *A T'*.

For different kinds of freight and different sections of the road, the curves will present special features; here we need only attend to their general form.

road in the condition in which it may be. This capital then exercises no influence upon the value of the transportation, and consequently none upon the rates.

It doubtless may happen that a company gets in debt during construction, and that, finding itself unable to make the expenditures necessary for the development of stations and the increase of rolling stock, it restricts its traffic by maintaining high rates. An undertaking cannot be properly conducted by a company involved in debt, whatever be the causes which have compromised its financial situation. This is not the question which I am examining; the question is to know whether a company, having certain resources and possessing a road of a certain technical condition, will be led to take account of the amount of the sum which it has expended in fixing its rates. If this were true, then in certain cases it would be necessary that it should voluntarily reduce its profits. That is not the way things happen; a company always seeks to obtain the greatest possible profit, and the *shareholders receive a higher or lower rate of interest according to the amount of the capital invested.*

CONCERNING BLOCKADES OF TRAFFIC.

In most industries, production and consumption present irregularities which, modifying the relations of supply and demand, introduce variations in the value of the goods.

When an exceptional circumstance attracts a great crowd of strangers into a city, rents rise, and consequently on the one hand the inn-keepers are led to make expenditures for the purpose of appropriating new apartments to let out; on the other, many persons reduce the time of their stay. The result of these two effects is that all who arrive find a place, while, if the authorities had decreed that rates should be fixed, many travelers could have found no shelter.

Difficulties of the same kind often occur in the transportation business, and it has generally solved them in the same manner. When the demand becomes greater, the wagoners, the boatmen, and the coasters increase their rates.*

In England and in the United States the railroads raise their tariffs; the goods which are in the least haste then wait until the prices are reduced to the ordinary rates. The solution of the blockade problem consists in the variation of rates, the consequence of which is the establishment of store-houses wherever exceptional rushes of freight may occur, for vessels and cars ought never to take their place.

On this question M. Nouette-Delorme has written:

"Is there a single factory or commercial house in existence which arranges its expenses in accordance with the exceptional needs of a few days in the year? It is just the same with monopolies. There is no uprising against the post-office administration because on New Year's Day the distribution of letters suffers delays for a week. No one is astonished because the omnibus company refuses many people on holidays; we do not require it to regulate its stock by the Sunday travel, which would cause three-fourths of it to be useless the rest of the time, and consequently lead it to increase its rates. If the tobacco administration† is out of such or such a brand of cigars, it asks you to wait or to smoke some other kind. In a word, all trades which are free, just like all monopolies, are organized so as to suffice only for the largest ordinary requirements, without pretending to be equal to exceptional cases, even when anticipated and regular."

The question, as I have shown, does not concern competition and monopoly, but fixed rates and flexible rates. Livery carriages, which are not a monopoly, are lacking on certain days because it is not permitted to raise the prices for them. It seems to me that in this latter case the advantages of an exception to the rule of supply and demand exceed its inconveniences. I have already conceded, in connection with the rate of postage, that it may be useful to admit modifications in the application of principles.

The establishment of fixed tariffs for railroads, in spite of the variations of the value of transportation, permits blockades sometimes to reach somewhat serious proportions. The great extent of our systems, which permits a company promptly to concentrate material upon one part of the region which it serves, does not sufficiently reduce the evil.

SUMMARY.

I close, knowing very well that I have not solved all the difficulties that are every day met, but believing that my deductions may throw some light upon the question. I have sought to combat this widely-spread opinion, that in the commercial operation of railroads everything is artificial; that instead of observing, we must invent; that instead of habitually leaving the different interests to re-act upon each other through supply and demand, it is necessary to be regulating continually. If we were certain that the men who manage railroad business would always have a perfect understanding of these questions, my conclusion would be to leave the matter to them entirely; but the companies enjoy too great power for us to resign ourselves to endure tranquilly the consequences of their errors. I think, then, that the State should preserve its powers, watch attentively, but prescribe little.

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* In 1847, freight on the Rhone rose to ten times the ordinary rate.—*Nouette-Delorme.*

† In France the government monopolizes the sale of tobacco.—*Translator.*

UTILITY OF RAILROAD COMMISSIONERS.

Hitherto Railroad and Transportation Commissioners, with few exceptions, have been invested with no more power than a general supervision and publicity of any and all irregularities in railroad management, but with no power to fix rates. Such authority, say the Massachusetts Railroad Commissioners in their report for the year 1878, may be safely lodged with the government:

> In Massachusetts the books, papers, and accounts of the railroad corporations are as open to public scrutiny as those of the State or city governments, and yet not a single one of the evils so frantically predicted has ensued. On the contrary, the system works perfectly well. So far as is known no corporation finds fault with it. Indeed the officers of several corporations have taken pains to express their satisfaction at the changes the Commissioners have introduced, and if any complaints are made as to unnecessary inquisitorial proceedings they have not reached the ears of the public or of this Board.
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> It is quite safe to say that the nature of this local reform is little understood by even those engaged in the management of railroads, much less the general public. It includes, however, the whole principle of the regulation of railroads by supervision, as opposed to their regulation by penal enactments. It is based upon the conviction, which perhaps, it may be no assumption to claim, originated in Massachusetts and with this Board—that the severe compulsory legislation known as Grangerism, is not only in itself impolitic, and opposed to the spirit of American institutions, but it is also by no means the most effectual way of remedying the abuses incident to the rapid and peculiar development of the railroad system. It is an unreasoning appeal to force, to instantly bring about an imagined result, instead of a reliance on the controlling power of an educated public opinion, resulting from a full and patient discussion. After a careful investigation, which extended through years, and the conclusions of which are to be found in its earlier reports, this Board wholly rejected the idea of attempting to regulate railroads, in this country, at least through direct legislative intervention. It was satisfied that such an attempt would result only in failure, or perhaps generate new and dangerous abuses of its own. The Board, on the contrary, maintained that every desired result, or needed reform, could be secured by simply developing in the public mind the idea of corporate responsibility, and supplying the necessary machinery to act directly upon it. To bring this about, it was necessary to force the corporate proceedings into the full light of publicity, and to compel those responsible for railroad management, whenever an abuse was alleged, to submit to investigation, and to try to show that the abuse did not exist. Failing to do this, their only alternative was to discontinue its practice, or to persist in it in open defiance of public opinion. This is the theory of railroad regulation now known as the Commissioner system in contradistinction to the Granger system.
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> The public supervision of accounts of the railroad corporations is the essential feature in the successful development of this theory. If it can be established, it will certainly lead to the gradual abandonment of the Granger system in favor of a supervisory system. The Commissioners believe that it has been established in the practical experience of the Massachusetts railroads, during the last two years. They believe also that they might go much farther, and assert that the system works well. It might with confidence even be claimed that there is to-day no portion of the industrial machinery of Massachusetts, which, upon the whole, is conducted under a stronger sense of responsibility to the public, or with so great freedom from abuses in the conduct of its business, or with so anxious a desire to give reasonable satisfaction, as the railroad system of the State. In all these respects the improvement in tone which has taken place within the last few years is most noticeable, and the result is apparent even though as yet not generally realized.
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> There has in consequence been a rapid decrease of complaints against the corporations, and a no less rapid subsidence of that restless feeling of hostility which was so marked a feature in the discussions of a few years back.

The oldest and most intelligent of the Railroad Commission in this country, bear testimony to a similar experience; and the Royal Commission of England adds the weight of its experience to the same view.

Arguments might be made, and experiences detailed to show that inflexible legislation and penal enactments, so prevalent in some of the States a few years since, were not in the interest either of the shipper or the carrier. However desirable might be the presentment of a rational solution of the much agitated and little understood problem, and of such recommendations as might reasonably

be hoped would satisfy the public and the transportation companies, such recommendations, at this time, might be considered out of place.

The people of California, in their sovereign capacity, have determined this matter in a manner not to be questioned. They have, also, created a tribunal for executing their edict. The powers conferred upon the tribunal, provided by the new organic law, are far-reaching, and, in a certain degree, combine the powers of the three coördinate departments of the State government, and to that extent are independent of them. Hence specific recommendations for legislative action, except as to such questions as come within the cognizance of the Legislature, are withheld. So far as the powers of the new Commission are concerned the case is closed, and can only be reopened after experience shall have demonstrated that the public good requires it. The people, whether wisely or not, have so ordained; and with the people rests the remedy, if experience shall demand a remedy.

INLAND WATERS.

The statistics relative to our inland commerce, hereinbefore presented, will serve to demonstrate the urgent necessity in the interest of commerce, as well as of nearly all other industrial pursuits, of preserving and improving the navigable waters of the State. This is a subject which the Legislature can take cognizance of, and the attention of that department of the government is directed to its consideration.

GENERAL DEDUCTIONS.

First—The competition, based upon transportation by water, constitutes a controlling factor in regulating railroad rates on freight, and it should be given free scope.

Second—It is of the gravest importance that the extensive waterways of the State should be kept open for the public use; and their improvement demands governmental care and supervision.

Third—The State should see to it that the navigation of the inland waters is not embarrassed by grants of special privileges of any character.

Fourth—No water frontage, now under State control, should be alienated or allowed to pass into the hands of any transportation company, but should be so held as to subserve the public interest.

Fifth—Equal mileage rates are inexpedient and impracticable, because they would tend to prevent competition at all points where transportation by water and rail meet. Special rates at such points should be permitted, which should be open to all shippers under like circumstances.

Sixth—When competition does not exist, the only correct standard for determining rates is that founded on economics—cost to the carrier and value to the shipper of the service rendered.

Seventh—Freight classification is as old and universal as the transportation business. The advantages arising from it are all in favor of the producer and manufacturer of the cheaper and more bulky commodities of the country. The principle underlying it is applied by governments to importations and to the postal service.

Eighth—All transportation companies should be required to exhibit their rates at every station for the inspection of all shippers. This would tend to avoid misunderstandings, and prevent the charges of

favoritism. Governmental agencies should be clothed with power to enforce this rule.

Ninth—To prevent railway monopoly of the carrying trade of the State the navigable waters should receive the immediate attention of the government that their importance demands.

Tenth—Governmental supervision over transportation companies should be directed to the preservation and further development of competing facilities; to giving publicity to any irregularities and unjust discriminations practiced; to the arbitrament of differences between shipper and carrier; to interposing between different companies which jointly perform through service; to afford better facilities than at present exist for the settlement of unjust charges, and to the enforcement of legal remedies for the correction of all transportation abuses.

Eleventh—The supervision authorized by the new organic law, however extensive may be its scope, should not be so exercised as to relieve the common carrier from liabilities now imposed upon him by the common law, or to impose a concurrent responsibility upon the government.

Twelfth—A uniform system of accounts for all railroad companies (except street railroads) doing business as common carriers should be enforced by the governing authority of the State—such form to be that recommended by the National Convention of Railroad Commissioners at Saratoga Springs, New York, June 11th, 1879, except that the fiscal year of the companies be coincident with the calendar year.

OFFICE FOR THE RAILROAD COMMISSION.

For the convenience of the public, the Commissioners, and the transportation companies, an office should be provided in the City of San Francisco, for the transaction of the business devolving on the Commission. The offices of all the principal transportation companies are in that city, and as the business of the Commission is with those companies, it will be apparent to all that public convenience and economy will both be subserved by providing an office where the principal duties of the officers are to be discharged.

There are certain unsettled claims against the State contracted by my predecessors, the Board of Transportation Commissioners, as follows:

Messrs. Haight & Philips, special counsel for the Board of Transportation Commissioners, amounting to the sum of	$2,500 00
John T. Doyle, Contingent Fund	53 25
Isaac W. Smith, Contingent Fund	26 65
Robert P. Maynard, Contingent Fund	10 05
There is also due Robert P. Maynard, for salary for the 29th and 30th fiscal year, for which no appropriation was made	695 00
Making a total of	$3,284 95

B. F. TUTTLE,
Commissioner of Transportation.

ADDENDA.

STATEMENT

Of annual bonded interest and sinking fund liabilities of the Central Pacific Railroad Company.

Character of Bonds.	Series.	Date of Bonds.	Amount of Bonds Outstanding December 31, 1878.	Date when Due.	Rate of Interest.	Interest, when Payable.	Amount Interest, Annually*	Amount Sinking Funds, Annually	Total Amount Interest and Sinking Funds, Annually
Convertible mortgage		December 1, 1862	$1,483,000	January 1, 1883	7	January and July	$103,810 00	$35,000 00	$138,810 00
State aid bonds		July 1, 1864	1,500,000	July 1, 1884	7	January and July	Paid by State.	50,000 00	50,000 00
Central Pacific, first mortgage	A	July 1, 1865	2,995,000	July 1, 1895	6	January and July	179,700 00	50,000 00	432,680 00
Central Pacific, first mortgage	B	July 1, 1865	1,000,000	July 1, 1896	6	January and July	60,000 00		
Central Pacific, first mortgage	C	July 1, 1866	1,000,000	July 1, 1896	6	January and July	60,000 00		
Central Pacific, first mortgage	D	July 1, 1866	1,383,000	July 1, 1896	6	January and July	82,980 00		
Central Pacific, first mortgage	E	July 1, 1867	3,997,000	January 1, 1897	6	January and July	239,820 00		
Central Pacific, first mortgage	F	July 1, 1868	3,999,000	January 1, 1898	6	January and July	239,940 00		
Central Pacific, first mortgage	G	July 1, 1868	3,999,000	January 1, 1898	6	January and July	239,940 00	50,000 00	1,220,300 00
Central Pacific, first mortgage	H	July 1, 1868	3,999,000	January 1, 1898	6	January and July	239,940 00		
Central Pacific, first mortgage	I	July 1, 1868	3,511,000	January 1, 1898	6	January and July	210,660 00		
Western Pacific, first mortgage†	A	July 1, 1869	1,970,000	July 1, 1899	6	January and July	118,200 00	25,000 00	189,100 00
Western Pacific, first mortgage	B	July 1, 1869	765,000	July 1, 1899	6	January and July	45,900 00		
United States 6's bonds		—, 1864	27,855,680	—, 1894	6	February	1,671,340 80	1,072,583 80	2,743,924 80
California and Oregon mortgage	A	January 1, 1868	6,000,000	January 1, 1888	6	January and July	360,000 00	100,000 00	580,000 00
Central Pacific, California and Oregon	B	January 1, 1872	2,000,000	January 1, 1892	6	January and July	120,000 00		
San Francisco, Oakland and Alameda		January 1, 1872	500,000	January 1, 1890	8	January and July	40,000 00	100,000 00	140,000 00
San Joaquin Valley Railroad		October 1, 1870	6,080,000	October 1, 1890	6	April and October	364,800 00	50,000 00	414,800 00
Land grant		October 1, 1870	7,713,000	October 1, 1890	6	April and October	462,780 00		462,780 00
Income bonds		May 1, 1878	2,500,000	May 1, 1888	8	May and November	200,000 00	600,000 00	800,000 00
Totals			$84,249,680				$5,039,810 80	$2,132,583 80	$7,172,394 60

*Includes the interest (not payable till maturity of bonds) due to the United States Government on the bonds issued in aid of the construction of said railroad. Under the Thurman Act, the amount required to be set aside for the payment of principal and interest of said bonds, based upon the earnings of the year ending December 31st, 1878, will approximate the sum of $1,100,000 annually. If the income increases, the amount required to be set aside will increase, and, on the contrary, if the income decreases, the amount required to be set aside will also decrease.

†One hundred and twelve Western Pacific bonds, "old issue," are included in Series A.

‡The sum here given is on the basis of the amount due for the six months ending December 31st, 1878, $536,291 90.

SUMMARY OF ACTUAL ANNUAL LIABILITIES OF THE CENTRAL PACIFIC RAILROAD COMPANY ON ACCOUNT OF BONDED INTEREST AND SINKING FUNDS.

Mortgage, etc., bonds, $3,000,000 at 8 per cent.		$240,000 00
Mortgage, etc., bonds, *$2,983,000 at 7 per cent.		103,810 00
Mortage, etc., bonds, $50,411,000 at 6 per cent.		3,024,660 00
Total		$3,368,470 00
Thurman Bill Sinking Fund, 25 per cent. net earnings	†$1,072,583 80	
Mortgage, etc., Bonds Sinking Funds	1,060,000 00	
		2,132,583 80
Total Interest and Sinking Fund		$5,501,053 80

CONTINGENT LIABILITIES.

Guaranteed bonds, California Pacific Railroad Company, $3,600,000 at 6 per cent.	$216,000 00
Guaranteed bonds, California Pacific Railroad Company, $1,000,000 at 3 per cent.	30,000 00
Guaranteed bonds, Stockton and Copperopolis Railroad Company, $500,000 at 5 per cent.	25,000 00
Total	$271,000 00

*Interest on State Aid 7 per cent. bonds, $1,500,000, paid by the State of California.

†The sum here given is on the basis of the amount due for the six months ending December 31st, 1878, $536,291 90. This amount, of course, varies yearly.

APPENDIX A.—1877.

PART I.

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PART II.

PART II.

THE BLANK FORM OF REPORT FURNISHED.

NOTE.—The following blank form of Annual Report was furnished by the Commissioner to each railroad company in the State, for the year ending December 31, 1877.

[Title Page.]

Annual Report of the _____ Rail____ Company, to the Commissioner of Transportation of the State of California, for the year ending December 31st, 1877.

[Second page of cover.]

GENERAL INSTRUCTIONS.

OFFICE OF THE COMMISSIONER OF TRANSPORTATION,
SACRAMENTO, _____, 1878.

To the _____ *Rail*_____ *Company:*

1. Blanks are herewith furnished for the annual reports to be made by you to this office for the year ending December 31st, 1877, in accordance with the special provisions of the law relating thereto, to be found on the last page of the cover.

These reports are to be completed and forwarded to the Commissioner of Transportation, at Sacramento, on or before the first day of July, 1878.

As the facts and statistics deduced from the questions proposed are to be tabulated and incorporated into a preliminary report, to be made to the Governor on the first day of November next, it is important that the returns should be presented complete, and without necessity of correction, on or before the date specified by law.

Explanations, when required, will be promptly given by letter, or, if necessary, in person, and it is earnestly requested that you commence forthwith the preparation of your reports, so that all correspondence necessary to the understanding of the questions proposed should be completed before making the returns to this office.

If answers to any of the questions proposed cannot conveniently be inserted in the blank spaces left in the tables, they may be set forth in separate sheets appended.

2. Your attention is respectfully directed to Tables D, E, and F, on pages 36, 37, 38, which, though not specified in the details as enumerated in the statute, the Commissioner has thought proper to incorporate in the annual report as being legitimate objects of public interest. Tables A, B, and C, are but tabulated statements of information detailed in the statute.

☞ You will confer a favor by forwarding copies of the printed reports of the transactions of your company to date.

☞ Please acknowledge receipt.

By order of the Commissioner of Transportation.

_____ Secretary.

Blank Form of Report Furnished.

[Page 1.]

----------*Rail*------ *Company.*

Names and Residences of Officers and Directors:

Business Address of the Company:

The ------ Rail------ Company was incorporated ------, 18--, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below.

1		2		3	
Names of Railroad Companies----	Dates of Incorporation ----------	Names of Railroad Companies----	Dates of Incorporation ----------	Names of Railroad Companies----	Dates of Incorporation ----------

Note.—In column 1, place the companies consolidated into the present company; and in each succeeding column, the companies consolidated into those named in the preceding column.

[Page 2.]

.....*Rail*..... *Company.*

CAPITAL STOCK.

1. Capital stock authorized by charter*	$	
2. Capital stock authorized by votes of company		
3. Capital stock issued [number of shares.....]; amount paid in		
4. Capital stock paid in on shares not issued [number of shares.....]		
5. Total amount paid in as per books of the company		
6. Amount of capital stock issued but not full paid		
7. Amount per share still due thereon		
8. Par value of shares issued		
9. Total number of stockholders [.....]		
10. Number of stockholders in California [.....]		
11. Amount of stock held in California		
DEBT.		
12. Funded debt, as follows:		
Bonds		
Interest paid on same during year [.....]		
Certificates of indebtedness		
Interest paid on same during year [.....]		
13. Total amount of funded debt†		
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		
All other debts, current credit balances, etc.		
15. Total amount of unfunded debt		
16. *Total gross debt liabilities*		
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets		
Cash on hand		
Materials and supplies on hand		
Sinking funds		
Other securities and debt balances		
18. *Total net debt liabilities*		

*By original articles of incorporation. †For details, see pages 32, 33, and 34.

[Page 3.]

.....*Rail*..... *Company.*

19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each	$	
20. Amount of claims against the company which for any reason have not been entered upon the books		

[Page 4.]

.....*Rail*..... *Company.*

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1876.	To December 31, 1877.
1. Grading and masonry	$	$
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		
6. Engine houses, car sheds, and turn-tables		
7. Machine shops, including machinery and tools		
8. Interest		
9. Engineering		
Agencies, salaries, and other expenses during construction		
10. ....Branch, [original cost, $....;] purchased for		
....Branch, [original cost, $....;] purchased for		
11. Total cost of construction		

Equipment.

	Number.	To December 31, 1876. Cost.	Number.	To December 31, 1877. Cost.
12. Locomotives		$		$
13. Snow plows on wheels				
14. Parlor cars				
15. Sleeping cars				
16. Passenger cars				
Mail cars				
Baggage cars				
17. Freight cars				
Other cars				
18. Total for equipment				

[Page 5.]

----------*Rail*------ *Company.*

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. *Lands.*

Give a description of the land, and in what town or city and county located. If not used in business of road, so state.

	To December 31, 1876.		To December 31, 1877.	
---------- ----------	$----------	----	$ ----------	----
---------- ---------- ----------	----------	----	----------	----

20. *Stock of other roads.*

Specifying Each.	To December 31, 1876.			To December 31, 1877.		
	Number of Shares --	Price Paid.		Number of Shares --	Price Paid.	
		Per Share.	Total.		Per Share.	Total.
---------- ----------	----	$------ --	$------ --	----	$------ --	$------ --
---------- ----------	----	-------- --	-------- --	----	-------- --	-------- --

21. *Bonds of other roads.*

Specifying Each.	To December 31, 1876.		To December 31, 1877.	
	Nominal Am't.	Price Paid.	Nominal Am't.	Price Paid.
---------- ----------	$------- ----	$------- ----	$------- ----	$------- ----
---------- ----------	---------- ----	---------- ----	---------- ----	---------- ----

[Page 6.]

----------*Rail*------ *Company.*

PROPERTY PURCHASED, ETC.—Continued.

22. *Other securities.*

Specify Each.	To December 31, 1876.		To December 31, 1877.	
	Nominal Am't.	Price Paid.	Nominal Am't.	Price Paid.
----------	$----------	$----------	$----------	$----------
----------	----------	----------	----------	----------

23. *Steamboat property.*

Specify Each.	To December 31, 1876.		To December 31, 1877.	
	Nominal Am't.	Price Paid.	Nominal Am't.	Price Paid.
----------	$----------	$----------	$----------	$----------
----------	----------	----------	----------	----------

[Page 7.]

----------*Rail*------ *Company.*

PROPERTY PURCHASED, ETC.—Continued.

24. *Investments in transportation lines.*

Specify Each.	To December 31, 1876.		To December 31, 1877.	
	Nominal Am't.	Price Paid.	Nominal Am't.	Price Paid.
----------	$----------	$----------	$----------	$----------
----------	----------	----------	----------	----------

25. *Other property purchased.*

Specify Each.	To December 31, 1876.		To December 31, 1877.	
----------	$----------	$----------	$----------	$----------
----------	----------	----------	----------	----------

26. Total for property purchased, etc. ----------	$----------
27. Whole amount of permanent investments ----------	----------
28. Property in California ----------	----------
29. Amount of supplies and materials on hand ----------	----------
30. Cash and cash assets ----------	----------
31. *Total property and assets of the company* ----------	----------

[Page 8.]

----------*Rail*------ *Company.*

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds.		Terms and Conditions of Funds.	Total to December 31, 1876.			Received during year ----------	Applied during year ----------	On hand Dec. 31, 1877 ----------
Character.	Series.		Invested.	Applied.	On hand.			

[Page 9.]

----------*Rail*------ *Company.*

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	$------	----
2. Bridging	------	----
3. Superstructure, including rails	------	----
4. Land	------	----
Land damages	------	----
Fences	------	----
5. Passenger and freight stations	------	----
Wood sheds and water stations	------	----
6. Engine houses, car sheds, and turn-tables	------	----
7. Machine shops	------	----
8. Engineering, agencies, salaries, and other expenses during construction	------	----
----------	------	----
----------	------	----
9. Locomotives [No. ----------]	------	----
10. Snow plows on wheels [No. ----------]	------	----
11. Parlor cars [No. ----------]	------	----
12. Sleeping cars [No. ----------]	------	----
13. Passenger, mail, and baggage cars [No. ----------]	------	----
14. Freight and other cars [No. ----------]	------	----
15. Purchase of other roads, specifying what	------	----
----------	------	----
----------	------	----

[Page 10.]

.....*Rail*..... *Company.*

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR—Continued.

Amount brought forward from page 9	$	
16. Subscriptions or loans to other roads, specifying same		
17. Any other expenditures charged to property account, specifying same		
18. *Total*		
19. Property sold and credited to property account during the year, specifying same		
20. *Net addition to property account for the year*		

[Page 11.]

.....*Rail*..... *Company.*

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$	
2. Derived from passengers from and to other roads, over roads operated by this company		
3. Derived from other roads as tolls for use of passenger cars		
4. Derived from other sources belonging to passenger department		
5. Derived from express and extra baggage		
6. Derived from mails		
7. *Total earnings from passenger department*		
8. Derived from local freight on roads operated by this company		
9. Derived from other roads as tolls or for use of freight cars		
10. Derived from freight from and to other roads on joint tariff		
11. Derived from other sources belonging to freight department		
12. *Total earnings from freight department*		
13. Derived from rents for use of road and equipment when leased		
14. *Total transportation earnings*		
15. Earnings per mile of road operated		
16. Per train mile (total passenger and freight)		

[Page 12.]

_____ *Rail*_____ *Company.*

REVENUE FOR THE YEAR—Continued.

17. Income derived from rent of property, other than road and equipment, specifying same	$	
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.,) specifying same		
19. *Total income derived from all sources*		

[Page 13.]

_____ *Rail*_____ *Company.*

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I.—General traffic expenses.

1. Taxes, State and local	$	
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV		
3. Insurance premiums and losses by fire, and damages for fires set by engines		
4. Telegraph expenses		
5. *Total*		
6. Proportion belonging to passenger department		
7. Proportion belonging to freight department		

[Page 14.]

_____t_____*Rail*_____ *Company.*

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR—Continued.

Class II.—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$	
2. Iron rails laid, deducting old rails taken up. (Number of miles _____; weight per yard _____)		
Number of miles _____; weight per yard		
Number of miles _____; weight per yard		
3. Steel rails laid, deducting old rails taken up. (Number of miles _____; weight per yard _____)		
Number of miles _____; weight per yard		
Number of miles _____; weight per yard		
4. New ties. (Number, _____;) cost,		
5. Repairs of bridges		
6. Repairs of buildings and fixtures, (stations and turn-tables)		
7. Repairs of and additions to machine shops and machinery		
8. Repairs of fences, road crossings, and signs		
9. Removing ice and snow		
10. Repairs of locomotives		
11. New locomotives, charged to operating expenses		
12. Repairs of snow plows		
13. New snow plows, charged to operating expenses		
14. Fuel for engines and cars:		
Number of cords of wood _____; cost,		
Number of tons of coal _____; cost,		
15. Water and water stations		
16. Fuel for stations and shops		
17. Oil and waste		
18. Switchmen, watchmen, flag and signalmen		
19. *Total*		
20. Proportion of same to passenger department		
21. Proportion of same to freight department		
22. Of the above there was expended for other than *ordinary* repairs		

[Page 15.]

_____*Rail*_____ *Company.*

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR—Continued.

Class III.—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	$	
2. New passenger, mail, and baggage cars (charged to operating expenses)		
3. Damages and gratuities, passengers		
4. Salaries, wages, and incidentals of passenger trains		
5. Salaries, wages, and incidentals of passenger stations		
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same		
7. Amount paid other roads for balance of mileage and passenger cars		
8. *Total*		

[Page 16.]

.....*Rail*..... *Company.*

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR—Concluded.

Class IV.—Freight traffic expenses.

1. Repairs of freight cars	$	
2. New freight cars (charged to operating expenses)		
3. Damages and gratuities, freight		
4. Salaries, wages, and incidentals of freight trains		
5. Salaries, wages, and incidentals of freight stations		
6. Paid corporations or individuals not operating roads for use of freight cars		
7. Amount paid other roads for balance of mileage of freight cars		
8. *Total*	$	

9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$	
10. Per train mile (total passenger and freight) [ ]		
11. Percentage of expenses to total transportation earnings [ ]		
12. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed		
13. *Total expenses*	$	

[Page 17.]

.....*Rail*..... *Company.*

NET INCOME, DIVIDENDS, ETC.

1. Total net income	$	
2. Percentage of same to capital stock and net debt		
3. Percentage of same to total property and assets		
4. Interest accrued during the year:		
On funded debt		
On other debt		
Total		
5. Dividends declared ..... per cent. for the year; amount		
6. Date of last dividend declared [.....]		
7. Balance for the year, or surplus		
8. Surplus at commencement of the year [.....]		
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement [.....]		
9. Surplus at commencement of the year, as changed by aforesaid entries		
10. Total surplus December 31st, 1877		
11. Paid to sinking funds in hands of Trustees		

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. *Total earnings* from Passenger Department as per "*Revenue for the Year*," No. 7	$	
2. Per passenger train mile		
3. Expenses, proportion of "*General Traffic Expenses*" as per Class I, No. 6		
4. Expenses, proportion of "*Maintenance of Ways and Buildings, and Movement Expenses*," as per Class II, No. 20		
5. Expenses, "*Passenger Traffic*," as per Class III, No. 8		
6. *Total expenses*		
7. Per passenger train mile		
8. *Net earnings*		
9. Per passenger train mile		

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. *Total earnings* from Freight Department, as per "*Revenue for the Year*," No. 12,	$	
2. Per freight train mile		
3. Expenses, proportion of "*General Traffic Expenses*," as per Class I, No. 7		
4. Expenses, proportion of "*Maintenance of Ways and Buildings, and Movement Expenses*," as per Class II, No. 21		
5. Expenses, "*Freight Traffic*," as per Class IV, No. 8		
6. *Total expenses*		
7. Per freight train mile		
8. *Net earnings*		
9. Per freight train mile		

[Page 18.]

_____ *Rail*_____ *Company.*

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

	December 31, 1876.	December 31, 1877.
Debits.		
Cost of road	$	$
Cost of equipment		
Other investments		
Supplies and materials on hand		
Sinking funds in hands of Trustees		
Cash, cash assets, and other items (specifying same)		
Profit and loss (loss, if any)		
Total	$	$
Credits.		
Capital stock	$	$
Funded debt		
Other debts (specifying same)		
Profit and loss (profit, if any)		
Total	$	$

[Page 19.]

_____ *Rail*_____ *Company.*

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1877.

	Debits.	Credits.
	$	$

[Page 20.]

_____ *Rail*_____ *Company.*

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use	
From _____ to _____	
From _____ to _____	
From _____ to _____	
From _____ to _____	

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.....*Rail*..... *Company.*

DESCRIPTION OF ROAD—Continued.

2. Length of main line of road from ..... to	.....
Length of main line in California.....	.....
Length of main line in other States.....	.....
3. Length of line with track laid, if road is not completed.....	.....
4. Length of double track on main line.....	.....
5. Branches owned by the company.....	.....
(Names and description of; single or double track.).....	.....
.....	.....
.....	.....
6. Total length of branches owned by the company.....	.....
7. Total length of branches owned by the company in California.....	.....
8. Total length of branches owned by the company in other States.....	.....
9. Length of double track on branches.....	.....
10. Total length of road belonging to this company.....	.....
11. Aggregate length of siding and other tracks not enumerated above.....	.....
12. Same in California	.....
13. Aggregate length of track belonging to this company computed as single track	.....
14. Same in California	.....
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, ...).....	.....
.....	.....
.....	.....
16. Number of spans of bridges of twenty-five feet and upwards.....	.....
17. Number of iron bridges, (aggregate length, ... feet).....	.....
18. Number of wooden bridges, (aggregate length, ... feet).....	.....

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.....*Rail*..... *Company.*

DESCRIPTION OF ROAD—Continued.

Bridges built within the year in California.

Location.	Kind.	Material.	Length.	When Built.
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....

19. Number of crossings of highways at grade.....	.....
20. Number of crossings of highways over railroad.....	.....
21. Number of crossings of highways under railroad.....	.....
22. Number of highway bridges eighteen feet above track.....	.....
23. Number of highway bridges less than eighteen feet above track.....	.....
24. Number of highway crossings at which gates or flagmen are maintained.....	.....
25. Number of highway crossings at which electric signals are maintained.....	.....
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	.....
27. Number of railroad crossings at grade, specifying each.....	.....
.....	.....
.....	.....
28. Number of railroad crossings over other roads, specifying same.....	.....
.....	.....
.....	.....
29. Number of railroad crossings under other railroads, specifying each.....	.....
.....	.....
.....	.....

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----------*Rail*------ *Company.*

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. *Names, Description, and Length of Each.*

Name of Company.	Termini.		Length (Miles).	Dates of Lease.		Amount of Rental.
	From—	To—		From—	To—	

[Page 24.]

----------*Rail*------ *Company.*

ROAD BELONGING TO OTHER COMPANIES, ETC.—Continued.

31. Total length of above roads	
32. Total length of above roads in California	
33. Total length of above roads in other States, specifying each	
34. Total miles of road operated by this company	
35. Total miles of road operated by this company in California	
36. Number of stations on all roads operated by this company	
37. Number of stations on all roads owned by this company	
38. Same in California	
39. Miles of telegraph on line of road operated by this company	
40. Miles of telegraph owned by this company	
41. Number of telegraph offices in company stations	
42. Number of telegraph stations operated by this company	
43. Number of telegraph stations operated jointly by railroad and telegraph companies	

[Page 25.]

----------*Rail*------ *Company.*

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
1. Locomotives			$
Average weight of engines in working order			
Maximum weight of engines in working order			
2. Tenders			
Average weight of tenders full of fuel and water			
Maximum weight of tenders full of fuel and water			
Average joint weight of engines and tenders			
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [---- feet]			
4. Total length of heaviest engine and tender over all [---- feet]			
5. Snow plows			
6. Passenger cars			
Average weight			
Maximum weight			
7. Mail and baggage cars			
8. Eight-wheel box freight cars			
9. Four-wheel box freight cars			
10. Eight-wheel platform cars			
11. Four-wheel platform cars			
12. Other cars			
Coal and gravel			

----------			
13. Total market value			

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	

----------	
15. Number of locomotives equipped with train brakes	
(Kind of brake----------)	
16. Number of cars equipped with train brakes	
(Kind of brake ----------)	
17. Number of passenger cars with Miller platform and buffer	

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_____*Rail*_____ *Company.*

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	
2. Rate of speed of express passenger trains, including stops	
3. Rate of speed of accommodation trains, including stops	
4. Miles run by freight trains	
5. Rate of speed of express freight trains, including stops	
6. Rate of speed of accommodation freight trains, including stops	
7. Miles run by other trains, and for what purpose	
8. Total train miles run	
9. Total number of passengers carried	
10. Total passenger mileage, or passengers carried one mile	
11. Passenger mileage to and from other roads	
12. Number of tons carried (not including gravel)	
13. Total freight mileage, or tons carried one mile	
14. Freight mileage to and from other roads	
15. Highest rate of fare per mile for any distance (excluding one mile)	
16. Lowest rate of fare per mile for any distance (single fare)	
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets*	
18. Average rate of fare per mile received from passengers to and from other roads	
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	
20. Average rate of fare per mile for all passengers	

*Question asked by Commissioner.

[Page 27.]

.....*Rail*..... *Company.*

MILEAGE, TRAFFIC, ETC.—Concluded.

21. Highest rate of freight per ton per mile for any distance	
22. Lowest rate of freight per ton per mile for any distance	
23. Average rate of local freight per ton per mile on roads operated by this company	
24. Average rate of freight per ton per mile to and from other roads	
25. Average rate of freight per ton per mile for all	
26. Average number of cars in passenger trains (including baggage cars)	
27. Average number of cars in freight trains—basis of eight-wheel	
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	
30. Number of persons regularly employed by company, including officers	

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip)	
2. Passengers to San Francisco (including season)	
3. Passengers from San Francisco (including season)	
4. Season ticket passengers to and from San Francisco (one round trip daily)	

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total—in California.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers								
Employés								
Others								
Total								

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.....*Rail*..... *Company.*

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

.....

.....

[Page 29.]

----------*Rail*------ *Company.*

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

[Page 30.]

----------*Rail*------ *Company.*

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

[Page 31.]

----------*Rail*------ *Company.*

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

[Page 32.]

----------*Rail*------ *Company.*

12. TABLE A. FUNDED DEBT.

To include all bonds payable by the company, except United States Government Bonds.

Amount of Bonds Outstanding December 31, 1877	Accrued Interest.			Total Issued.		Authorized Amount	Interest.		In What Money Payable.		Due	Date	Series	Character of
	Over-due	During Year	To Dec. 31, 1876	Dec. 31, 1877	Dec. 31, 1876		Payable	Rate	Principal	Interest				

[Page 33.]

_____ *Rail*_____ *Company.*

12. TABLE A. FUNDED DEBT—Continued.

Character of	Series	Bonds Sold.						Bonds Redeemed.					
		To December 31, 1876.			During Year ending Dec. 31, 1877.			To December 31, 1876.			During Year ending Dec. 31, 1877.		
		Amount of Bonds	Amount realized	Discount or Premium	Amount of Bonds	Amount realized	Discount or Premium	Amount	Cost	Discount or Premium	Amount	Cost	Discount or Premium

[Page 34.]

.....*Rail*.....*Company.*

12. TABLE B. U. S. GOVERNMENT BONDS ISSUED TO THE COMPANY.

Bonds.				Payable in Coin or Currency.		Interest.				Bonds.			Remarks.
Character of	Series	Date of	Due	Principal	Interest	When Payable	Commencing	Rate	Accrued	Amount	Proceeds of Sale	Discount	

[Page 35.]

----------*Rail*------ *Company.*

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1877.			
			Single.		Double.	
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.
Main line without State	State line					
Main line within State						
Total on whole road, December 31, 1877						
Total on whole road, December 31, 1876						
Total constructed during year						
Total within the State constructed during year						
Total without the State constructed during year						

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1876.								
	Within State.			Without State.			Total.		
	Length in Miles	Average weight per Mile	Total weight, (Tons)	Length in Miles	Average weight per Mile	Total weight, (Tons).	Length in Miles	Average weight per Mile	Total weight, (Tons)
Length of iron rail									
Length of steel rail									
Total length of iron rail laid during the year									
Total length of steel rail laid during the year									
Of the iron rail, the length of re-rolled iron was									

[Page 35—Continued.]

----------*Rail*------ *Company.*

(SINGLE AND DOUBLE) OWNED BY THE COMPANY.

Length of track December 31, 1877.

Length of Roadway—Single and Double Track.			Reduced to Single Track.						
			Track.		Sidings.		Track and Sidings.		
Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
							(b)	(c)	

December 31, 1877.

Within State.			Without State.			Total.			
Length in Miles----	Average weight per Mile----------	Total weight, (Tons)-	Length in Miles----	Average weight per Mile----------	Total weight, (Tons)-	Length in Miles----	Average weight per Mile----------	Total weight----------	

[Page 36.]

----------*Rail*------ *Company.*

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Bonds.			Interest Payable.			Total Amount of Bonds or Cash	Disposed of.			Interest Accrued to Company.		Amount held by Company as an Investment	Remarks
Character of	Date	Due	Rate	When	By Whom		Amount of Bonds	Cash realized	Discount	Dec. 31, 1876	During Year		

[Page 37.]

----------*Rail*------ *Company.*

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands granted by the United States Government.

To what R. R. Co.	Acres per Mile.	Number of Miles.	Number of Acres.			Estimated Value.	
			Total.	Less Reserved by Government.	Net Total.	Per Acre.	Total.
						$	$
						$	$

Lands or property, including right of way donated by States, counties, towns, corporations, or individuals, stating in detail the amount of land granted for right of way, for stations, for shops, for store-houses, etc.

By whom Donated.	Description of Property.	Estimated Value.	Proceeds, if Sold.
		$	$
		$	$

Bonds whereof principal is payable by company—interest by State or other parties.

Character of.	Date When—		Amount.	Interest.		
	Issued.	Due.		Rate.	Accrued.	By whom Payable.
			$			

[Page 38.]

----------*Rail*------ *Company.*

TABLE F. SALES OF LANDS GRANTED BY UNITED STATES GOVERNMENT.

Total sales and accrued interest, in currency and coin.

		Acres Sold	Average Price.	Amount. Principal.	Amount. Interest Accrued.	Amount. Total.
Lands	Prior to Dec. 31, 1876.		$	$	$	$
Timber and stumpage						
Total to December 31, 1876						
Lands	Since Dec. 31, 1876.					
Timber and stumpage						
Total to December 31, 1877						
During year						

Amounts paid and due on sales above stated—currency and coin.

	Amount Due. Principal.	Amount Due. Accrued Interest.	Amount Due. Total.	Amount Paid. Principal.	Amount Paid. Interest.	Amount Paid. Total.
To December 31, 1876	$	$	$	$	$	$
To December 31, 1877						
During year						

Net cash receipts in coin, deducting discount on currency and expenses.

	Received in Currency	Discount on Same	Coin. Currency Reduced to Coin.	Coin. Coin.	Coin. Less Expenses.	Coin. Net Coin Receipts.
To December 31, 1876	$	$	$	$	$	$[a]
To December 31, 1877						
During year						

Application of amount placed in hands of Trustees for redemption of bonds, (to be stated in coin).

	Bonds Redeemed.			Total Received by Trustees	Balance on Hand	Discount or Premium on Bonds Redeemed
	Number.	Amount.	Cost.			
To December 31, 1876		$	$	$	$	$
During year						
Total				b		
Cash from sales not placed in hands of Trustees				c		
Total net receipts as above stated (a)=(b+c)						

Patents received to December 31, 1876—number of acres [ ]
Patents received to December 31, 1877—number of acres [ ]
Number of purchasers to December 31, 1877 [ ]
Average number of acres sold to each [ ]

[Page 39.]

STATE OF CALIFORNIA, County of ——, } ss.

——, President of the —— Company, and —— of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing —— sheets —— have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

Subscribed and sworn to before me, this —— day of ——, 1878.

[Third page of cover.]

One of the principal objects proposed by the Legislature in the creation of the office of Commissioner of Transportation, being the compilation of facts and statistics connected with the building and operation of railroads in this State, the Commissioner invites, from companies and all parties interested, full information, not only on the points covered by the tables and questions herein contained, but also on all others connected with the subject. Should any obscurity be discovered in the inquiries or tables here presented, the Commissioner will be glad to receive any questions, and give further information, in writing, to the railroad companies as to the particulars of information desired; and the whole subject being of such general interest to the people of the State, he solicits, in the making up of these reports or otherwise, from railroad companies and others, any suggestions or explanations which may be deemed of value or material by those interested in the subject.

[Fourth page of cover.]

ATTENTION IS CALLED TO THE FOLLOWING EXTRACTS FROM THE LAW.

(*Statutes of California* 1877–8, *Chapter DCXLI., pages* 968 *to* 986.)

CHAPTER I.

SECTION 7. It is hereby made the duty of the President, or other executive officer, of each and every railroad company having a line of railroad in this State (except street railroads), to make an annual report, verified by his oath, on or before the first day of July of each year, to said Commissioner, for the year ending on the thirty-first day of December, preceding, and said report shall supersede all other annual reports now required by law to be made by any railroad company to any officer of the State, and which report shall state: [For items, see pages 2 to 35 of this report.]

SEC. 8. For the purpose of testing the accuracy of the report required by the seventh section of this chapter, said Commissioner shall have power to examine the books and papers of any railroad corporation or company, and also any officer, agent, or employé of any railroad corporation or company in relation to the matters and things specified or contained therein, under oath.

SEC. 9. Said Commissioner shall cause to be prepared and printed suitable blanks for the annual report mentioned in section seven of this chapter, and shall furnish the same to the several corporations in season to be filled in and returned to the Commissioner on or before the first day of July of each year. He shall also submit to the Legislature, on the first day of its next session, said annual report, together with his deductions therefrom, and such recommendations as he may desire to make concerning the management and operation of railroads in this State. There shall be printed two thousand five hundred copies of the report of the Commissioner of Transportation.

SEC. 18. The provisions of this Act shall be applicable to all railroads, the cars of which are propelled by steam (except street railroads) now or hereafter to be operated by corporations, trustees, companies, or individuals in this Stats.

CHAPTER II.

SEC. 8. If any such railroad corporation neglects or refuses to file its tariff of freights and fares, as provided in section six, or to make its annual report, as provided in section seven of chapter one of this Act, it shall forfeit not less than one hundred nor more than one thousand dollars per day for each and every day of such neglect or refusal.

SEC. 10. Whenever it shall come to the knowledge of the Commissioner that the provisions of this Act have been violated by any railroad company, and the facts in his judgment warrant a prosecution therefor, he shall immediately give notice thereof to the District Attorney of the county in which such violation occurred, and it is hereby made the duty of such District Attorney to commence and prosecute, in a Court of competent jurisdiction, an action against any railroad company that shall have been guilty of such violation.

SEC. 11. All fines, forfeitures, and penalties for violations of the provisions of this Act herein provided shall be recovered by action in the name of the people of the State of California. Such action shall be brought and prosecuted upon complaint of the Commissioner, or the person aggrieved, by the District Attorney of the county in which such violation occurred; and all moneys paid or recovered on account of such fines, penalties, and forfeitures shall be paid into the State treasury for the benefit of the public school. It is hereby made the duty of the Attorney-General to counsel, advise, and assist the Commissioner of Transportation, whenever he shall be requested by him so to do; concerning any and all actions, proceedings, matters, things, powers, liabilities, and duties arising under the provisions of this Act. He may also institute and prosecute any action or proceeding which may be necessary the more effectually to carry out the provisions of this Act, and he may at any time take control of or assist in the prosecution of any action or proceeding commenced by any District Attorney, as herein provided, whenever in his judgment the public interest will be subserved thereby.

PART III.

PART III.

REPORTS OF RAILROAD COMPANIES,

FOR YEAR ENDING DECEMBER 31, 1877.

NOTE.—In the Reports of the several companies herein contained all inquiries in the blank form of Report which were left unanswered by the companies respectively have been omitted, both for economy of space and greater clearness.

AMADOR BRANCH RAILROAD COMPANY.

Returns of the Amador Branch Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, Director	San Francisco.
Mark Hopkins, Director	San Francisco.
Charles Crocker, Director	San Francisco.
D. D. Colton, Director	San Francisco.
C. P. Huntington, Director	New York.
Leland Stanford, President	San Francisco.
C. P. Huntington, Vice-President	New York.
Mark Hopkins, Treasurer	San Francisco.
J. O'B. Gunn, Secretary	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

San Francisco ..... California.

The Amador Branch Railroad Company was incorporated July 3d, 1875.

CAPITAL STOCK.

1.	Capital stock authorized by charter*		$675,000 00
2.	Capital stock authorized by votes of company		675,000 00
3.	Capital stock issued [number of shares 6,750]; amount paid in		675,000 00
4.	Capital stock paid in on shares not issued [number of shares 0]		0 00
5.	Total amount paid in as per books of the company		675,000 00
6.	Amount of capital stock issued but not full paid		0 00
7.	Amount per share still due thereon		0 00
8.	Par value of shares issued		100 00
9.	Total number of stockholders	7	
10.	Number of stockholders in California	6	
11.	Amount of stock held in California		669,600 00

DEBT.

12.	Funded debt, as follows:		
	Bonds		$675,000 00
	Interest paid on same during year	$40,500 00	
	Certificates of indebtedness		0 00
	Interest paid on same during year	0 00	
13.	Total amount of funded debt		$675,000 00

* By original articles of incorporation.

14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$0 00
All other debts, current credit balances, etc.		20,250 00
15. Total amount of unfunded debt		$20,250 00
16. Total gross debt liabilities		$695,250 00
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$0 00	
Materials and supplies on hand	0 00	
Sinking funds	0 00	
Other securities and debt balances	20,250 00	20,250 00
18. Total net debt liabilities		$675,000 00
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each		0 00
20. Amount of claims against the company which for any reason have not been entered upon the books		0 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1876.*	To December 31, 1877.
1. Grading and masonry		
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		†$1,350,000 00
6. Engine houses, car sheds, and turn-tables		
7. Machine shops, including machinery and tools		
8. Interest		
9. Engineering		
Agencies, salaries, and other expenses during construction		
11. Total cost of construction		$1,350,000 00

* On December 31st, 1876, no settlement had been made with builders.
† Not segregated.

Equipment	No equipment.

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNT.

19. Lands	None.
20. Stock of other roads	None.
21. Bonds of other roads	None.
22. Other securities	None.
23. Steamboat property	None.
24. Investments in transportation lines	None.
25. Other property purchased	None.
26. Total for property purchased, etc.	$0 00
27. Whole amount of permanent investments	1,350,000 00
28. Property in California	1,350,000 00
29. Amount of supplies and materials on hand	0 00
30. Cash and cash assets	20,250 00
31. Total property and assets of the company	1,370,250 00
32. Sinking and contingent funds	None.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry 2. Bridging 3. Superstructure, including rails 4. Land Land damages Fences 5. Passenger and freight stations Wood sheds and water stations 6. Engine houses, car sheds, and turn-tables 7. Machine shops 8. Engineering, agencies, salaries, and other expenses during construction	*$1,350,000 00
18. Total	$1,350,000 00
19. Property sold and credited to property account during the year, specifying same	0 00
20. Net addition to property account for the year	$1,350,000 00

*Not segregated.

REVENUE FOR THE YEAR.

13. Derived from rents for use of road and equipment when leased (Leased to Central Pacific Railroad Company.)	$40,500 00
19. Total income derived from all sources	$40,500 00
Expenses for operating the road for the year	Leased to Central Pacific Railroad Company.

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$40,500 00
2. Percentage of same to capital stock and net debt	.03	
3. Percentage of same to total property and assets	.0295	
4. Interest accrued during the year:		
On funded debt	$40,500 00	
Total		$40,500 00
5. Dividends declared 0 per cent. for the year; amount		0 00
6. Date of last dividend declared		None.
7. Balance for the year, or surplus		0 00
8. Surplus at the commencement of the year		0 00
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement		0 00
9. Surplus at commencement of the year, as changed by aforesaid entries		0 00
10. Total surplus December 31st, 1877		0 00
11. Paid to sinking funds in hands of Trustees		0 00
Earnings, expenses, net earnings, etc., of passenger department Receipts, expenses, net earnings, etc., of freight department		Receipts from these sources are taken by lessees.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

	December 31, 1876.	December 31, 1877.
Debits.		
Cost of road	$280 70	$1,350,000 00
Cash, cash assets, and other items (specifying same):		
Unpaid balances due		20,250 00
Cash on hand	2,688 80	
Total	$2,969 50	$1,370,250 00
Credits.		
Capital stock	$2,700 00	$675,000 00
Funded debt		675,000 00
Other debts (specifying same):		
Unpaid coupons		20,250 00
Unpaid balances due	269 50	
Total	$2,969 50	$1,370,250 00

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1877.

Debits.

Coupon Interest	$40,500 00

Credits.

Rental	$40,500 00

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use: From Galt to Ione	December 4, 1876.
2. Length of main line of road from Galt to Ione	27.0421 miles.
Length of main line in California	27.0421 miles.
Length of main line in other States	0
4. Length of double track on main line	0
5. Branches owned by the company	0
6. Total length of branches owned by the company	0
7. Total length of branches owned by the company in California	0
8. Total length of branches owned by the company in other States	0
9. Length of double track on branches	0
10. Total length of road belonging to this company	27.0421 miles.
11. Aggregate length of siding and other tracks not enumerated above	2.6895 miles.
12. Same in California	2.6895 miles.
13. Aggregate length of track belonging to this company computed as single track	29.7316 miles.
14. Same in California	29.7316 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	0
16. Number of spans of bridges of twenty-five feet and upwards	0
17. Number of iron bridges	0
18. Number of wooden bridges, (aggregate length, 1,775 feet)	40
Bridges built within the year in California	None built.
19. Number of crossings of highways at grade	16
20. Number of crossings of highways over railroad	0
21. Number of crossings of highways under railroad	0
22. Number of highway bridges eighteen feet above track	0
23. Number of highway bridges less than eighteen feet above track	0
24. Number of highway crossings at which gates or flagmen are maintained	0
25. Number of highway crossings at which electric signals are maintained	0
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	16
27. Number of railroad crossings at grade, specifying each	0
28. Number of railroad crossings over other roads, specifying same	0
29. Number of railroad crossings under other railroads, specifying each	0
34. Total miles of road operated by this company	The road of this company is worked under lease by the Central Pacific Railroad Company.
35. Total miles of road operated by this company in California	
36. Number of stations on all roads operated by this company	
37. Number of stations on all roads owned by this company	1
38. Same in California	1
40. Miles of telegraph owned by this company	27
41. Number of telegraph offices in company stations	1
Rolling stock—(no rolling stock belonging to this company)	Lessees furnish all that is required in operating.
Mileage, traffic, etc.	Operated by Central Pacific Railroad Company, lessees.
Statement of each accident in California	Reported by lessees.

TABLE A. FUNDED DEBT. TO INCLUDE ALL BONDS PAYABLE BY THE COMPANY, EXCEPT UNITED STATES GOVERNMENT BONDS.

Character of	First mortgage.
Date	January 1, 1877.
Due	January 1, 1907.

In what money payable:	
Interest	Gold.
Principal	Gold.
Interest:	
Rate	6 per cent.
Payable	Janu'ry and July.
Authorized amount	$675,000 00
Total issued December 31, 1877	675,000 00
Accrued interest:	
During year	40,500 00
Over-due	*20,250 00
Amount of bonds outstanding December 31, 1877	675,000 00
First mortgage bonds sold during year ending December 31, 1877:	
Amount of bonds	675,000 00
Amount realized	675,000 00
Bonds redeemed	None.

*Coupons are payable upon presentation, when due. Payment has not been demanded for those due January 1, 1878, as above.

TABLE B.

United States Government bonds issued to the company	None.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS, (SINGLE AND DOUBLE,) OWNED BY THE COMPANY.

Main line and branches:	
Main line within State	From Galt to Ione.
Length of track (all single) December 31st, 1877:	
Track—iron	27.0421 miles.
Track—steel	0
Sidings—iron	2.6895 miles.
Sidings—steel	0
Track and sidings—iron	29.7316 miles.
Track and sidings—steel	0
Track and sidings—iron and steel	29.7316 miles.
Total on whole road, December 31st, 1877—track, iron	27.0421 miles.
Total on whole road, December 31st, 1877—sidings, iron	2.6895 miles.
Total on whole road, December 31st, 1877—track and sidings, iron	29.7316 miles.
Total on whole road, December 31st, 1877—track and sidings, iron and steel	29.7316 miles.
Total on whole road, December 31st, 1876—track, iron	27.0421 miles.
Total on whole road, December 31st, 1876—sidings, iron	*3.5551 miles.
Total on whole road, December 31st, 1876—track and sidings, iron	30.5972 miles.
Total on whole road, December 31st, 1876—track and sidings iron and steel	30.5972 miles.
December 31st, 1876:	
Length of iron rail, all within State	†61.1944 miles.
Length of iron rail within State—average weight per mile	44 tons.
Length of iron rail within State—total weight	2692.55 tons.
December 31st, 1877:	
Length of iron rail, all within State	†59.4632 miles.
Length of iron rail within State—average weight per mile	44 tons.
Length of iron rail within State—total weight	2616.38 tons.

*The sidings were reduced in length, in 1877, eight thousand and fifty-six ten-thousandths miles.
†The length of rail is double the length of single track.

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Leland Stanford, President of the Amador Branch Railroad Company, and James O'B. Gunn, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing thirty-eight pages, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed): LELAND STANFORD.
JAS. O'B. GUNN.

Subscribed and sworn to before me, this 27th day of June, 1878.

CHAS. J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

BERKELEY BRANCH RAILROAD COMPANY.

Returns of the Berkeley Branch Railroad Company, for the year ending December 31*st*, 1877, *under the Act of April* 1*st*, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, Director	San Francisco.
C. P. Huntington, Director	New York.
Mark Hopkins, Director	San Francisco.
Chas. Crocker, Director	San Francisco.
D. D. Colton, Director	San Francisco.
Leland Stanford, President	San Francisco.
C. P. Huntington, Vice-President	New York.
Mark Hopkins, Treasurer	San Francisco.
J. O'B. Gunn, Secretary	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

San Francisco ..... California.

The Berkeley Branch Railroad Company was incorporated September 25th, 1876.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$100,000 00
2. Capital stock authorized by votes of company		100,000 00
3. Capital stock issued (number of shares, 1,000); amount paid in		100,000 00
4. Capital stock paid in on shares not issued (number of shares, 0)		0 00
5. Total amount paid in as per books of the company		100,000 00
6. Amount of capital stock issued but not full paid		0 00
7. Amount per share still due thereon		0 00
8. Par value of shares issued		100 00
9. Total number of stockholders	7	
10. Number of stockholders in California	6	
11. Amount of stock held in California		80,000 00

* By original articles of incorporation.

DEBT.

12. Funded debt as follows:		
Bonds		$100,000 00
Interest paid on same during year	$6,000 00	
Certificates of indebtedness		0 00
Interest paid on same during year	0 00	
13. Total amount of funded debt		$100,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$0 00
All other debts, current credit balances, etc.		3,000 00
15. Total amount of unfunded debt		$3,000 00
16. Total gross debt liabilities		$103,000 00
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$0 00	
Materials and supplies on hand	0 00	
Sinking funds	0 00	
Other securities and debt balances	3,000 00	
		3,000 00
18. Total net debt liabilities		$100,000 00
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each		0 00
20. Amount of claims against the company which for any reason have not been entered upon the books		0 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1876.*	To December 31, 1877.
1. Grading and masonry		
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		†$200,000 00
6. Engine houses, car sheds, and turn-tables		
7. Machine shops, including machinery and tools		
8. Interest		
9. Engineering		
Agencies, salaries, and other expenses during construction		
11. Total cost of construction		$200,000 00

* No settlement had been made with contractors at this date.
† Not segregated.

Equipment ..... No equipment.

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands	None.
20. Stock of other roads	None.
21. Bonds of other roads	None.
22. Other securities	None.
23. Steamboat property	None.
24. Investments in transportation lines	None.
25. Other property purchased	None.
26. Total for property purchased, etc.	$0 00
27. Whole amount of permanent investments	200,000 00
28. Property in California	200,000 00
29. Amount of supplies and materials on hand	0 00
30. Cash and cash assets	3,000 00
31. Total property and assets of the company	203,000 00
32. Sinking and contingent funds	None.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry		
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		*$200,000 00
5. Passenger and freight stations		
Wood sheds and water stations		
6. Engine houses, car sheds, and turn-tables		
7. Machine shops		
8. Engineering, agencies, salaries, and other expenses during construction		
9. Locomotives		
10. Snow plows on wheels		
11. Parlor cars		None.
12. Sleeping cars		
13. Passenger, mail, and baggage cars		
14. Freight and other cars		
15. Purchase of other roads, specifying what		0 00

* Not segregated.

18. Total	$200,000 00
19. Property sold and credited to property account during the year, specifying each	0 00
20. Net addition to property account for the year	$200,000 00

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company		Leased to Central Pacific Railroad Company.
2. Derived from passengers from and to other roads, over roads operated by this company		
3. Derived from other roads as tolls for use of passenger cars		
4. Derived from other sources belonging to passenger department		
5. Derived from express and extra baggage		
6. Derived from mails		
7. Total earnings from passenger department		
8. Derived from local freight on roads operated by this company		
9. Derived from other roads as tolls or for use of freight cars		
10. Derived from freight from and to other roads on joint tariff		
11. Derived from other sources belonging to freight department		
12. Total earnings from freight department		
13. Derived from rents for use of road and equipment when leased		$6,000 00
17. Income derived from rent of property, other than road and equipment, specifying same		0 00
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same		0 00
19. Total income derived from all sources		$6,000 00
Expenses for operating the road for the year		Operated by Central Pacific Railroad Company under lease.

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$6,000 00
2. Percentage of same to capital stock and net debt	.03	
3. Percentage of same to total property and assets	.0295	
4. Interest accrued during the year:		
On funded debt	$6,000 00	
On other debt	0 00	6,000 00
5. Dividends declared 0 per cent. for the year, amount		0 00
6. Date of last dividend declared		None.
7. Balance for the year, or surplus		0 00
8. Surplus at commencement of the year	0 00	
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	0 00	
9. Surplus at commencement of the year, as changed by aforesaid entries		0 00
10. Total surplus December 31st, 1877		0 00
11. Paid to sinking funds in hands of Trustees		0 00
Earnings, expenses, net earnings, etc., of passenger and freight departments		Operated by Central Pacific Railroad Company under lease.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

	December 31, 1876.	December 31, 1877.
Debits.		
Cost of road		$200,000 00
Cash, cash assets, and other items (specifying same):		
Stockholders	$90,000 00	
Balances due on current accounts		3,000 00
Cash	10,000 00	
Total	$100,000 00	$203,000 00
Credits.		
Capital stock	$100,000 00	$100,000 00
Funded debt		100,000 00
Other debts (specifying same):		
Unpaid coupons		3,000 00
Total	$100,000 00	$203,000 00

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1877.

Debits.

Coupon interest	$6,000 00

Credits.

Rent	6,000 00

DESCRIPTION OF ROAD.

1.	Date when the road or portions thereof were opened for public use: From Shell Mound to Berkeley	August 16, 1876.
2.	Length of main line of road from Shell Mound to Berkeley	3.1492 miles.
	Length of main line in California	3.1492 miles.
	Length of main line in other States	0
3.	Length of line with track laid, if road is not completed	0
4.	Length of double track on main line	0
5.	Branches owned by the company	0
6.	Total length of branches owned by the company	0
7.	Total length of branches owned by the company in California	0
8.	Total length of branches owned by the company in other States	0
9.	Length of double track on branches	0
10.	Total length of road belonging to this company	3.1492 miles.
11.	Aggregate length of siding and other tracks not enumerated above	0.3118 miles.
12.	Same in California	0.3118 miles.
13.	Aggregate length of track belonging to this company computed as single track ——	3.4610 miles.
14.	Same in California	3.4610 miles.
15.	Total lengths of steel rail in tracks belonging to this company, not including steel top rail	6.4614 miles.
16.	Number of spans of bridges of twenty-five feet and upwards	0
17.	Number of iron bridges	0
18.	Number of wooden bridges, (aggregate length, forty-seven feet)	1
	Bridges built within the year in California	None.
19.	Number of crossings of highways at grade	9
20.	Number of crossings of highways over railroad	0
21.	Number of crossings of highways under railroad	0
22.	Number of highway bridges eighteen feet above track	0
23.	Number of highway bridges less than eighteen feet above track	0
24.	Number of highway crossings at which gates or flagmen are maintained	0
25.	Number of highway crossings at which electric signals are maintained	0
26.	Number of highway crossings at which there are neither electric signals, gates, nor flagmen	9
28.	Number of railroad crossings over other roads, specifying same	0
29.	Number of railroad crossings under other railroads, specifying each	0
30.	Roads belonging to other companies, operated by this company under lease or contract	None.
34.	Total miles of road operated by this company	This road is operated under a lease by the Central Pacific Railroad Company.
35.	Total miles of road operated by this company in California	
36.	Number of stations on all roads operated by this company	
37.	Number of stations on all roads owned by this company	None.
38.	Same in California	None.
40.	Miles of telegraph owned by this company	None.
41.	Number of telegraph offices in company stations	None.
	Rolling stock	No rolling stock of any kind.
	Mileage, traffic, etc.	Operated by Central Pacific Railroad Company under lease.
	Statement of each accident in California	Road leased.

TABLE A. FUNDED DEBT. TO INCLUDE ALL BONDS PAYABLE BY THE COMPANY, EXCEPT UNITED STATES GOVERNMENT BONDS.

Character of	First mortgage.
Date	January 1, 1877.
Due	January 1, 1907.
In what money payable:	
Interest	Gold.
Principal	Gold.
Interest:	
Rate	6 per cent.
Payable	Janu'ry and July.
Authorized amount	$100,000 00
Total issued, December 31, 1877	100,000 00
Accrued interest:	
During year	6,000 00
Over-due	*3,000 00
Amount of bonds outstanding December 31, 1877	100,000 00
First mortgage bonds sold during year ending December 31, 1877:	
Amount of bonds	$100,000 00
Amount realized	100,000 00
Bonds redeemed	None.

TABLE B.

United States Government bonds issued to the company	None.

*Coupons had not been presented for payment.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line and Branches.	From—	To—	Length of Track (all single) December 31, 1877.							
			Roadway.			Sidings.		Roadway and Sidings.		
			Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
								(b)	(c)	
Main line without State	None									
Main line within State	Shell Mound	Berkeley	0.	3.1492	3.1492	0.2303	0.0815	0.2303	3.2307	3.4610
Total on whole road, December 31, 1877			0.	3.1492	3.1492	0.2303	0.0815	0.2303	3.2307	3.4610
Total on whole road, December 31, 1876			0.	3.1492	3.1492	0.1053	0.0506	0.1053	3.1998	3.3051
Total constructed during year			0.	0.	0.	0.1250	0.0309	0.1250	0.0309	0.1559
Total within the State constructed during year			0.	0.	0.	0.1250	0.0309	0.1250	0.0309	0.1559
Total without the State constructed during year			0.	0.	0.	0.	0.	0.	0.	0.

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1876—All within State.			December 31, 1877—All within State.		
	Length in Miles	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	0.2106	44.	9.27	0.4606	44.	20.27
Length of steel rail	6.3996	39.2857	251.41	6.4614	39.2857	253.84
Total length of iron rail laid during year				0.2500	.44	11.
Total length of steel rail laid during year				0.0618	39.2857	2.43
Of the iron rail, the length of re-rolled iron was				0.	0.	0.

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Leland Stanford, President of the Berkeley Branch Railroad Company, and James O'B. Gunn, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing thirty-eight (38) sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed): LELAND STANFORD.
JAS O'B. GUNN.

Subscribed and sworn to before me, this 27th day of June, 1878.

CHAS. J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

BLACK DIAMOND COAL MINING COMPANY.

Returns of the Black Diamond Coal Mining Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

P. B. Cornwall, President	San Francisco.
J. H. Dobinson, Secretary	San Francisco.
Louis McLane	San Francisco.
D. O. Mills	San Francisco.
Thos. Bell	San Francisco.
J. B. Haggin	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

East corner Spear and Folsom Streets ..... San Francisco, California.

The Black Diamond Railroad is not incorporated, but is the property of the Black Diamond Coal Mining Company, which company has a capital stock of $5,000,000.

CAPITAL STOCK.

Capital stock of railroad	None.

DEBT.

12. Funded debt	None.
15. Total amount of unfunded debt (current monthly bills outstanding, January 1, 1878)	$3,119 05
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each	None.
20. Amount of claims against the company which for any reason have not been entered upon the books	None.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1876.	To December 31, 1877.
2. Bridging	$7,427 60	$7,427 60
3. Superstructure, including rails	229,219 81	229,219 81
11. Total cost of construction	$236,647 41	$236,647 41

Equipment.

	Number.	To December 31, 1876. Cost.	Number.	To December 31, 1877. Cost.
12. Locomotives	3	$31,562 19	----	$31,562 19
17. Freight cars				
Other cars—coal cars	30	19,576 22	----	19,576 22
Box freight cars, 1; platform cars, 5; hand-cars, 1	7			
18. Total for equipment	----	$51,138 41	----	$51,138 41

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands	None.
20. Stock of other roads	None.
[redacted]. Bonds of other roads	None.

22. Other securities	None.
23. Steamboat property	None.
24. Investments in transportation lines	None.
25. Other property purchased	None.
29. Amount of supplies and materials on hand	Unknown.
30. Cash and cash assets (railroad)	None.
32. Sinking and contingent funds	None.
Expenditures charged to property account during year	None.

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$1,218 00
7. Total earnings from passenger department	$1,218 00
8. Derived from local freights on roads operated by this company	$1,446 30
12. Total earnings from freight department	$1,446 30
14. Total transportation earnings	$2,664 30
17. Income derived from rent of property, other than road and equipment, specifying same	0 00
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same	0 00
19. Total income derived from all sources	$2,664 30

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local		$920 00
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:		
Pay-roll		25,874 44
New rail—23.2080 tons		1,428 58
Five hundred and eleven ties		214 20
Oil		801 24
Four hundred and sixty-three tons coal		2,402 75
Blacksmith's coal		87 75
Stationery		47 75
Material		2,461 34
		$34,238 05
Less old iron	$632 62	
Less labor and material	3,290 32	
Less telegraph receipts	60 35	
		3,983 29
5. Total		$30,254 76
Class II—Maintenance of way and building and movement expenses		In Class I.
Class III—Passenger traffic expenses		
Class IV—Freight traffic expenses		

NET INCOME, DIVIDENDS, ETC.

1. Total net income	$2,664 30

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department as per "Revenue for the Year," No. 7	$1,218 00
6. Total expenses	See above.
9. Per passenger train mile	Do not know.

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	$1,446 30
6. Total expenses	See above.
7. Per freight train mile	Do not know.
9. Net earnings per freight train mile	Do not know.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

	December 31, 1876.	December 31, 1877.
Debits.		
Cost of road	$236,647 41	$236,647 41
Cost of equipment	51,138 41	51,138 41
Cash, cash assets, and other items, specifying same: (Not pertinent to railroad)	570,963 59	629,510 61
Total	$858,749 41	$917,296 43
Credits.		
Capital stock (not pertinent to railroad)	$858,749 41	$917,296 43
Total	$858,749 41	$917,296 43

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1877.

Debits	$30,254 76
Credits	2,664 30

(No charge being made for the coal transported for the Black Diamond Coal Mining Company.)

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Black Diamond to Nortonville (6 miles)	1868.
Side track (2,500 feet)	1876.
2. Length of main line of road from Black Diamond to Nortonville	6 miles.
5. Branches owned by the company	2,500 feet.
10. Total length of road belonging to this company	$6\frac{2500}{5280}$ miles.
13. Aggregate length of track belonging to this company computed as single track	$6\frac{2500}{5280}$ miles.
18. Number of wooden bridges, (aggregate length, 750 feet)	4
Bridges built within the year in California	None.
19. Number of crossings of highways at grade	2
20. Number of crossings of highways over railroad	None.
21. Number of crossings of highways under railroad	
22. Number of highway bridges eighteen feet above track	
23. Number of highway bridges less than eighteen feet above track	
24. Number of highway crossings at which gates or flagmen are maintained	
25. Number of highway crossings at which electric signals are maintained	
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	2
27. Number of railroad crossings at grade, specifying each	None.
28. Number of railroad crossings over other roads, specifying same	
29. Number of railroad crossings under other railroads, specifying each	
Roads belonging to other companies, operated by this company under lease or contract	None.

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
1. Locomotives (30 tons, 20 tons, 15 tons)	3	22 tons.	Do not know.
Average weight of engines in working order	----------	22 tons.	----------
Maximum weight of engines in working order	----------	30 tons.	----------
2. Tenders	None.	----------	----------
5. Snow plows	None.	----------	----------
6. Passenger cars	1	3,000 pounds.	----------
9. Four-wheel box freight cars	1	4,500 pounds.	----------
11. Four-wheel platform cars	5	4,500 pounds.	----------
12. Other cars:			
Hand	1	----------	----------
Coal and gravel	30	4,500 pounds.	----------
13. Total market value	----------	----------	Do not know.

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	19
15. Number of locomotives equipped with train brakes	3
Kind of brake	Screw.
16. Number of cars equipped with train brakes	38
Kind of brake	Lever.

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	Do not know.
2. Rate of speed of express passenger trains, including stops	18 miles per hour.
3. Rate of speed of accommodation trains, including stops	14 miles per hour.
4. Miles run by freight trains	Do not know.
5. Rate of speed of express freight trains, including stops	12 miles per hour.
6. Rate of speed of accommodation freight trains, including stops	None.
7. Miles run by other trains, and for what purpose	None.
8. Total train miles run	Do not know.
9. Total number of passengers carried	
10. Total passenger mileage, or passengers carried one mile	
11. Passenger mileage to and from other roads	
12. Number of tons carried, not including gravel:	
Tons coal	72,041
Tons miscellaneous freight, say	3,000
14. Freight mileage to and from other roads	None.
15. Highest rate of fare per mile for any distance (excluding one mile)	8½ cents.
16. Lowest rate of fare per mile for any distance (single fare)	8½ cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	8½ cents.
20. Average rate of fare per mile for all passengers	8½ cents.
21. Highest rate of freight per ton for six miles (up the mountain)	$3 00
22. Lowest rate of freight per ton for six miles (down the mountain)	1 00
23. Average rate of local freight per ton on roads operated by this company (six miles)	2 00
24. Average rate of freight per ton per mile to and from other roads	None.
25. Average rate of freight per ton for all (exclusive of coal transported for coal company), six miles	$2 00
26. Average number of cars in passenger trains (including baggage cars)	1
27. Average number of cars in freight trains—basis of eight-wheel	16
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	23½ tons.
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	58 tons.
30. Number of persons regularly employed by Black Diamond Coal Mining Company on railroad, including officers	27

LIST OF ACCIDENTS IN CALIFORNIA.

Passengers injured and died	1

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

F. Conro, wounded while getting aboard a car while in motion; died afterwards.

TABLE A.

Funded debt	None.

TABLE B.

United States Government bonds issued to the company	None.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS, (SINGLE AND DOUBLE,) OWNED BY THE COMPANY.

Main line and branches:	
Main line within State	From Black Diamond to Nortonville.
Length of track (all single) December 31st, 1877:	
Track—iron	6 miles.
Sidings—iron	2,500 feet.
Track and Sidings—iron	$6\frac{2500}{5280}$
December 31, 1876:	
Length of iron rail within State—length in miles	$12\frac{5000}{5280}$
Length of iron rail within State—average weight per yard	56 pounds.
Length of iron rail within State—total length in miles	$12\frac{5000}{5280}$
Length of iron rail within State—total average weight per yard	56 pounds.

December 31, 1877:	
Length of iron rail within State—length in miles	$12\frac{5000}{5280}$
Length of iron rail within State—average weight per yard	56 pounds.
Length of iron rail within State—total length in miles	$12\frac{5000}{5280}$
Length of iron rail within State—total average weight per yard	56 pounds.
Total length of iron rail laid during the year (some relaid)	None.
Total length of steel rail laid during the year	

TABLE D.

Grants or donations, in bonds or money, from States, counties, towns, corporations, or individuals, not repayable by company	None.

TABLE E.

Other aids or grants from the United States, States, counties, corporations, or individuals	None.

TABLE F.

Sales of lands granted by United States Government	None.

STATE OF CALIFORNIA,
County of San Francisco, } ss.

P. B. Cornwall, President of the Black Diamond Coal Mining Company, and J. Pettee, Bookkeeper of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of the railroad of said company on the 31st day of December, 1877.

(Signed): P. B. CORNWALL,
J. PETTEE.

Subscribed and sworn to before me, this 22d day of July, 1878.

WM. HARNEY,
Notary Public, San Francisco.

CALIFORNIA NORTHERN RAILROAD COMPANY.

Returns of the California Northern Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

William Corcoran, Receiver ..... San Francisco.
William S. Watson, Superintendent ..... No. 6, Odd Fellows' Hall, Marysville.

No meeting of stockholders held since June, 1866.

BUSINESS ADDRESS OF THE COMPANY.

California Northern Railroad Company ..... Marysville, California.

The California Northern Railroad Company was incorporated June, 1860.

CAPITAL STOCK.

1. Capital stock authorized by charter*	$1,000,000 00
3. Capital stock issued (number of shares, 0); amount paid in	0 00
4. Capital stock paid in on shares not issued (number of shares, 120)	12,000 00
5. Total amount paid in as per books of the company 6. Amount of capital stock issued but not full paid 7. Amount per share still due thereon	No means of knowing.
8. Par value of shares issued	Unknown.
9. Total number of stockholders 10. Number of stockholders in California 11. Amount of stock held in California	No regular transfer book kept that we know of.

*By original articles of incorporation.

DEBT.

12. Funded debt, as follows:	
Bonds	$850,000 00
Interest paid on same during year	0 00
Certificates of indebtedness	0 00
Interest paid on same during year	0 00
13. Total amount of funded debt	$850,000 00
14. Unfunded debt: Incurred for construction, equipment, or purchase of property All other debts, current credit balances, etc.	No means of knowing, as construction account has not been turned over to present management.
15. Total amount of unfunded debt	0 00
16. Total gross debt liabilities (exclusive of interest)	$850,000 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	10,000 00
Materials and supplies on hand	500 00
Sinking funds	0 00
Other securities and debt balances	0 00
20. Amount of claims against the company which for any reason have not been entered upon the books	Claim for one car of lumber burned at Marysville depot, $332 68.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction ..... No means of knowing.

Equipment.

	Number.	To December 31, 1876. Cost.	Number.	To December 31, 1877. Cost.
12. Locomotives	2	Not known.	2	Not known.
13. Snow plows on wheels	0	0 00	0	0 00
14. Parlor cars	0	0 00	0	0 00
15. Sleeping cars	0	0 00	0	0 00
16. Passenger cars	2		2	
Mail cars / Baggage cars	1		1	
17. Freight cars	13		13	
Other cars—hand-cars	2		2	

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands: Depot grounds at Oroville, located on public land in 1860 / Possessory title to depot grounds at Marysville, under the order of the City Council, 1861	Value unknown.
20. Stock of other roads	None.
21. Bonds of other roads	None.
22. Other securities	None.
23. Steamboat property	None.
24. Investments in transportation lines	None.
25. Other property purchased	None.
26. Total for property purchased, etc. / 27. Whole amount of permanent investments	No means of knowing.
29. Amount of supplies and materials on hand	$500 00
30. Cash and cash assets	Unknown.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	None.
2. Bridging	Repairs on bridging not segregated from section work.
4. Land / Land damages / Fences	None.
5. Passenger and freight stations / Wood sheds and water stations	Not segregated.
6. Engine houses, car sheds, and turn-tables / 7. Machine shops / 8. Engineering, agencies, salaries, and other expenses during construction / 9. Locomotives / 10. Snow plows on wheels / 11. Parlor cars / 12. Sleeping cars / 13. Passenger, mail, and baggage cars / 14. Freight and other cars / 15. Purchase of other roads, specifying what / 16. Subscription or loans to other roads / 17. Any other expenditures charged to property account	None.
19. Property sold and credited to property account during the year	None.

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	Not segregated from freight.
2. Derived from passengers from and to other roads, over roads operated by this company	$0 00
3. Derived from other roads as tolls for use of passenger cars	0 00
4. Derived from other sources belonging to passenger department	0 00
5. Derived from express and extra baggage	1,200 00
6. Derived from mails	1,350 00
8. Derived from local freight on roads operated by this company	Not segregated from passengers.

9. Derived from other roads as tolls or for use of freight cars	$0 00
10. Derived from freight from and to other roads on joint tariff	0 00
11. Derived from other sources belonging to freight department	0 00
13. Derived from rents for use of road and equipment when leased	0 00
15. Earnings per mile of road operated	No means of knowing.
17. Income derived from rent of property, other than road and equipment, specifying same	0 00
18. Income derived from all other sources (including accretions from sinking funds, investment in stock, bonds, steamboat property, transportation lines, etc.), specifying same	0 00

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	$2,118 81
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	18,276 80

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$4,200 00
2. Iron rails laid, deducting old rails taken up	0 00
3. Steel rails laid, deducting old rails taken up	0 00
4. New ties (number, 2,500); cost	1,410 00
5. Repairs of bridges	Not segregated.
6. Repairs of buildings and fixtures (stations and turn-tables)	
7. Repairs of and additions to machine shops and machinery	
8. Repairs of fences, road crossings, and signs	
9. Removing ice and snow	0 00
10. Repairs of locomotives	1,380 00
11. New locomotives, charged to operating expenses	0 00
12. Repairs of snow plows	0 00
13. New snow plows, charged to operating expenses	0 00
14. Fuel for engines and cars:	
Number of cords of wood about 700; cost, @ $4 50	3,375 00
Number of tons of coal ____; cost (blacksmith's)	200 00
15. Water and water stations	525 00
16. Fuel for stations and shops	724 00
17. Oil and waste	250 00
18. Switchmen, watchmen, flag and signalmen	720 00
20. Proportion of same to passenger department	Not segregated.
21. Proportion of same to freight department	Not segregated.
22. Of the above there was expended for other than ordinary repairs	Unknown.

CLASS III.—PASSENGER TRAFFIC EXPENSES.

1. Repairs of passenger, mail, and baggage cars	Not segregated.
2. New passenger, mail, and baggage cars (charged to operating expenses)	None.
3. Damages and gratuities, passengers	None.
4. Salaries, wages, and incidentals of passenger trains	Not segregated.
5. Salaries, wages, and incidentals of passenger stations	
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same	None.
7. Amount paid other roads for balance of mileage and passenger cars	None.

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

1. Repairs of freight cars	Not segregated.
2. New freight cars (charged to operating expenses)	None.
3. Damages and gratuities, freight	None.
4. Salaries, wages, and incidentals of freight trains	Not segregated.
5. Salaries, wages, and incidentals of freight stations	
6. Paid corporations or individuals not operating roads for use of freight cars	None.
7. Amount paid other roads for balance of mileage of freight cars	None.
12. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed	None.

NET INCOME, DIVIDENDS, ETC.

4. Interest accrued during the year:	
On funded debt	$85,000 00
On other debt	0 00
5. Dividends declared —— per cent. for the year; amount	None.

7. Balance for the year, or surplus	No means of ascertaining; on account see answer to No. 14, page 49.
8. Surplus at commencement of the year	
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	
9. Surplus at commencement of the year, as changed by aforesaid entries	
10. Total surplus December 31st, 1877	
11. Paid to sinking funds in hands of Trustees	
Earnings, expenses, net earnings, etc., of passenger department	No means of knowing; on account see answer to No. 14, page 49.
Receipts, expenses, net earnings, etc., of freight department	
General balance sheet at closing of accounts, December 31st, 1877	No means of knowing.
Profit and loss account for the year ending December 31st, 1877	Unknown.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use: From Oroville to Marysville	May, 1864.
2. Length of main line of road from Oroville to Marysville	26.5 miles.
Length of main line in California	26.5 miles.
Length of main line in other States	None.
3. Length of line with track laid, if road is not completed	
4. Length of double track on main line	
5. Branches owned by the company	
6. Total length of branches owned by the company	
7. Total length of branches owned by the company in California	
8. Total length of branches owned by the company in other States	
9. Length of double track on branches	
10. Total length of road belonging to this company	26.5 miles.
11. Aggregate length of siding and other tracks not enumerated above	0.5 miles.
12. Same in California	0.5 miles.
13. Aggregate length of track belonging to this company computed as single track	27.0 miles.
14. Same in California	27.0 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	None.
16. Number of spans of bridges of twenty-five feet and upwards	One, 50 feet.
17. Number of iron bridges	None.
18. Number of wooden bridges, (aggregate length, 1,785 feet)	25

BRIDGES BUILT WITHIN THE YEAR IN CALIFORNIA.

Location.	Kind.	Material.	Length.	When Built.
Henlon's Slough	Trestle	Wood	125 feet.	1875.
Nos. 1 to 25	Trestle	Wood	1,665 feet.	Rebuilt 1877.

19. Number of crossings of highways at grade	28
20. Number of crossings of highways over railroad	None.
21. Number of crossings of highways under railroad	
22. Number of highway bridges eighteen feet above track	
23. Number of highway bridges less than eighteen feet above track	
24. Number of highway crossings at which gates or flagmen are maintained	
25. Number of highway crossings at which electric signals are maintained	
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	
27. Number of railroad crossings at grade, specifying each (Across the Oregon and California Branch of the Central Pacific Railroad, at Marysville.)	1
28. Number of railroad crossings over other roads, specifying same	See No. 27
29. Number of railroad crossings under other railroads, specifying each	None.
Roads belonging to other companies, operated by this company under lease or contract	None.
34. Total miles of road operated by this company	27.0
35. Total miles of road operated by this company in California	27.0
36. Number of stations on all roads operated by this company	3
37. Number of stations on all roads owned by this company	3
38. Same in California	3

39. Miles of telegraph on line of road operated by this company	None.
40. Miles of telegraph owned by this company	
41. Number of telegraph offices in company stations	
42. Number of telegraph stations operated by this company	
43. Number of telegraph stations operated jointly by railroad and telegraph companies	

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
1. Locomotives*	2	16 tons.	$2,500 00
Average weight of engines in working order †			
Maximum weight of engines in working order †			
2. Tenders‡			200 00
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 31 feet.			
4. Total length of heaviest engine and tender over all, 40 2-12 feet.			
5. Snow plows	0		
6. Passenger cars ‖	2		1,400 00
7. Mail and baggage cars	1		300 00
8. Eight-wheel box freight cars	7		3,350 00
9. Four-wheel box freight cars	0		
10. Eight-wheel platform cars	6		3,500 00
11. Four-wheel platform cars	0		
12. Other cars—hand cars	2		100 00
Coal and gravel ?			
13. Total market value			$11,350 00

* The locomotives are known as 16-ton engines. Have no means of weighing.
† No means of knowing.
‡ Never been weighed.
‖ Don't know weight.
? None especially for that purpose.

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	13
15. Number of locomotives equipped with train brakes	None.
Kind of brake	Common brakes.
16. Number of cars equipped with train brakes	None.
Kind of brake	Common brakes.
17. Number of passenger cars with Miller platform and buffer	None.

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains (all mixed trains)	20,210
2. Rate of speed of express passenger trains, including stops	25
3. Rate of speed of accommodation trains, including stops	25
4. Miles run by freight trains	All mixed trains; see No. 1.
5. Rate of speed of express freight trains, including stops	25
6. Rate of speed of accommodation freight trains, including stops	25
7. Miles run by other trains, and for what purpose	Excursion trains, 25.
8. Total train miles run	20,210
9. Total number of passengers carried	No means of knowing, except for the months commencing August 1st, 1877.
10. Total passenger mileage, or passengers carried one mile	No account.
11. Passenger mileage to and from other roads	None.
12. Number of tons carried (not including gravel)	See question 9.
13. Total freight mileage, or tons carried one mile	No means of knowing.
14. Freight mileage to and from other roads	None.
15. Highest rate of fare per mile for any distance (excluding one mile)	7½ cents.
16. Lowest rate of fare per mile for any distance (single fare)	7½ cents.

17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	7½ cents.
20. Average rate of fare per mile for all passengers	7½ cents.
21. Highest rate of freight per ton per mile for any distance	11.3 cents.
23. Average rate of local freight per ton per mile on roads operated by this company	5.86 cents.
24. Average rate of freight per ton per mile to and from other roads	None.
25. Average rate of freight per ton per mile for all	5.86 cents.
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	No means of knowing.
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	No means of knowing.
30. Number of persons regularly employed by company, including officers	24
List of accidents in California	None.

TABLE A. FUNDED DEBT—TO INCLUDE ALL BONDS PAYABLE BY THE COMPANY, EXCEPT UNITED STATES GOVERNMENT BONDS.

Character of	First mortgage.
Series	1
Date	1861
Due	1881-1882
Interest, rate	10 per cent.
Interest, payable	Semi-annually.
Authorized amount	$850,000
Total issued—December 31st, 1876	850,000
Amount of bonds outstanding December 31st, 1877	No means of knowing.
Bonds sold	
Bonds redeemed	

TABLE B.

United States Government bonds issued to the company	None.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS, (SINGLE AND DOUBLE,) OWNED BY THE COMPANY.

Main line and branches:	
Main line without State	None.
Main line within State	From Oroville to Marysville.
Length of track December 31st, 1877:	
Single—iron	26.5 miles.
Single—steel	None.
Total on whole road, December 31st, 1877—single, iron	27.0 miles.
Total on whole road, December 31st, 1876—single, iron	27.0 miles.
Total constructed during year	0.0
Total within the State constructed during year	0.0
Total without the State constructed during year	0.0
December 31st, 1877:	
Length of iron rail within State—length in miles	54
Length of iron rail within State—average weight per mile	79.1 tons.
Length of iron rail within State—total weight	2,435.7 tons.
Length of iron rail without State—length in miles	None.
Length of iron rail—total length in miles	54
Length of iron rail—total average weight per mile	79.1 tons.
Length of iron rail—total weight	2,435.7 tons.
Total length of iron rail laid during the year	None.
Total length of steel rail laid during the year	
Of the iron rail, the length of re-rolled iron was	

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT RE-PAYABLE BY COMPANY.

Character of bonds: (Butte County gave railroad company two hundred bonds of county at ten per cent., and took railroad bonds for same amount at ten per cent.)	
Interest payable—By whom: (County bonds interest payable by county, and railroad bonds interest payable by railroad company.)	
When	Janu'ry and July.
Rate	10 per cent.
Total amount of bonds	$200,000 00

TABLE E.

Other aids or grants, from the United States, States, counties, corporations, or individuals	None.

TABLE F.

Sales of lands granted by United States Government	None.

STATE OF CALIFORNIA, County of Yuba, } ss.

William Stuart Watson, General Superintendent of the California Northern Railroad Company, being duly sworn, deposes and says: that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

WM. S. WATSON,
General Superintendent.

Subscribed and sworn to before me, this 24th day of June, 1878.

GEORGE MERRITT,
Notary Public for Yuba County, Cal.

[NOTE BY SUPERINTENDENT.]

MARYSVILLE, June 12th, 1878.

To the Commissioner of Transportation:

The California Northern Railroad has been under the direction of the Court, through a Receiver, since August, 1877. The previous management, from some cause or other, have not transmitted to this office the necessary information to enable the Receiver to fully answer some of the questions herein contained, which must be offered as an excuse for omissions of such answers.

Yours truly,

W. S. WATSON, Superintendent.

CALIFORNIA PACIFIC RAILROAD COMPANY.

Returns of the California Pacific Railroad Company, for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

R. P. Hammond, Director ..... San Francisco.
George E. Gray, Director ..... San Francisco.
J. L. Willcutt, Director ..... San Francisco.
N. T. Smith, Director ..... San Francisco.
C. J. Robinson, Director ..... San Francisco.
C. F. Crocker, Director ..... San Francisco.
J. O'B. Gunn, Director ..... San Francisco.
R. P. Hammond, President ..... San Francisco.
George E. Gray, Vice-President ..... San Francisco.
J. L. Willcutt, Treasurer ..... San Francisco.
J. O'B. Gunn, Secretary ..... San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

San Francisco ..... California.

The California Pacific Railroad Company was incorporated December 23d, 1869, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies	Dates of Incorporation.	Names of Railroad Companies.	Dates of Incorporation.
California Pacific Railroad Company	January 6, 1865.	San Francisco and Marysville Railroad Company	October 26, 1857.
		Sacramento and San Francisco Railroad Company	December 2, 1864.
California Pacific Railroad Extension Company	April 5, 1869	Napa Valley Railroad Company	March 2, 1864.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$12,000,000 00
2. Capital stock authorized by votes of company		12,000,000 00
3. Capital stock issued (number of shares, 120,000); amount paid in		12,000,000 00
4. Capital stock paid in on shares not issued		Nothing.
5. Total amount paid in as per books of the company		12,000,000 00
6. Amount of capital stock issued but not full paid		0 00
7. Amount per share still due thereon		0 00
8. Par value of shares issued		100 00
9. Total number of stockholders	128	
10. Number of stockholders in California	33	
11. Amount of stock held in California		7,790,100 00

* By original articles of incorporation.

DEBT.

12. Funded debt, as follows:		
Bonds		$6,946,000 00
Interest paid on same during year	$403,500 00	
Certificates of indebtedness		0 00
Interest paid on same during year	0 00	
13. Total amount of funded debt		$6,946,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property; All other debts, current credit balances, etc.	Not segregated	$1,982,410 25
15. Total amount of unfunded debt		$1,982,410 25

16. Total gross debt liabilities		$8,928,410 25
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$175 29	
Materials and supplies on hand	0 00	
Sinking funds	0 00	
Other securities and debt balances	909,586 99	
		909,762 28
18. Total net debt liabilities		$8,018,647 97
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each		0 00
20. Amount of claims against the company which for any reason have not been entered upon the books		0 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1876.	To December 31, 1877.
1. Grading and masonry 2. Bridging 3. Superstructure, including rails } Not segregated	$19,600,933 95	$18,217,345 37
4. Land	44,867 03	44,893 28
Land damages	53,305 63	53,305 63
Fences	102,736 45	105,548 15
5. Passenger and freight stations 6. Engine houses, car sheds, and turn-tables } Buildings	85,944 54	86,257 12
7. Tools	14,741 58	14,741 58
8. Furniture	6,400 32	6,425 32
9. Wharves	121,857 66	121,857 66
11. Total cost of construction	$20,030,787 16	$18,650,374 11

Equipment.

	Number	To December 31, 1876. Cost.	Number	To December 31, 1877. Cost
12. Locomotives	12	$138,443 26	12	$138,443 26
13. Snow plows on wheels—none				
14. Parlor cars—none				
15. Sleeping cars—none				
16. Passenger cars	16	* $256,570 62	16	* $256,570 62
Mail cars—none				
Baggage cars	6		6	
17. Freight cars	188		188	
Other cars—caboose cars	3		3	
18. Total for equipment		$395,013 88		$395,013 88

* No details were ever entered in books to show the costs of the different classes of cars.

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands	None.
20. Stock of other roads	None.
21. Bonds of other roads	None.
22. Other securities	None.
23. Steamboat property:	
To December 1, 1876—	
Price paid for steamer New World, steamer Moulton, and barge Napa—not segregated	$323,371 71
To December 1, 1877—	
Price paid for steamer New World, steamer Moulton, and barge Napa—not segregated	322,441 00

24. Investments in transportation lines	None.
25. Other property purchased	None.
26. Total for property purchased, etc.	$322,441 00
27. Whole amount of permanent investments	19,045,387 99
28. Property in California	19,367,828 99
29. Amount of supplies and materials on hand	0 00
30. Cash and cash assets	909,762 28
31. Total property and assets of the company	20,277,591 27
32. Sinking and contingent funds	0 00

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

2. Bridging	$17,679 15
3. Superstructure, including rails, grading, and masonry	10,062 05
4. Land	26 25
Land damages	0 00
Fences	2,811 70
5. Passenger and freight stations	312 58
Wood sheds and water stations	1,910 53
6. Engine houses, car sheds, and turn-tables	0 00
7. Machine shops	0 00
8. Engineering, agencies, salaries, and other expenses during construction	25 00
9. Locomotives 10. Snow plows on wheels 11. Parlor cars 12. Sleeping cars 13. Passenger, mail, and baggage cars 14. Freight and other cars 15. Purchase of other roads, specifying what	0 00
16. Subscriptions or loans to other roads, specifying same	0 00
17. Any other expenditures charged to property account, specifying same	0 00
18. Total	$32,827 26
19. Property sold and credited to property account during the year, specifying same:	
Steamer Moulton $930 71	
Track material, taken up from sidings, etc. 12,670 31	
Reduction in bonded debt 1,400,570 00	
	1,414,171 02
20. Net reduction in property account for the year	1,381,343 76

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company 2. Derived from passengers from and to other roads, over roads operated by this company 3. Derived from other roads as tolls for use of passenger cars 4. Derived from other sources belonging to passenger department 5. Derived from express and extra baggage 6. Derived from mails 7. Total earnings from passenger department 8. Derived from local freight on roads operated by this company 9. Derived from other roads as tolls or for use of freight cars 10. Derived from freight from and to other roads on joint tariff 11. Derived from other sources belonging to freight department 12. Total earnings from freight department	Operated by Central Pacific Railroad Company under lease.
13. Derived from rents for use of road and equipment when leased	$550,000 00
17. Income derived from rent of property, other than road and equipment, specifying same	0 00
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same:	
Interest	67,619 86
19. Total income derived from all sources	$617,619 86

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	Paid by lessees.
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV—general expenses	$400 00
5. Total	$400 00

Class II—Maintenance of way and buildings, and movement expenses	Paid by Central Pacific Railroad Company, lessees.
Class III—Passenger traffic expenses	
Class IV—Freight traffic expenses	

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$617,219 86
2. Percentage of same to capital stock and net debt	.05 14-100	
3. Percentage of same to total property and assets	.03 44-100	
4. Interest accrued during the year:		
On funded debt	$403,500 00	
On other debt	113,658 35	
Total		517,158 35
5. Dividends declared 0 per cent. for the year; amount		0 00
6. Date of last dividend declared		None.
7. Balance for the year, or surplus		100,061 51
8. Net loss at commencement of the year	$756,123 73	
Deduct entries made in profit and loss account during the year, not incuded in the foregoing statement	5,243 24	
9. Net loss at commencement of the year, as changed by aforesaid entries		750,880 49
10. Total net loss December 31st, 1877		650,818 98
11. Paid to sinking funds in hands of Trustees		0 00

Earnings, expenses, net earnings, etc., of passenger department	The earnings being taken by lessees, this company has no data from which to make answer to these questions.
Receipts, expenses, net earnings, etc., of freight department	

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

	December 31, 1876.	December 31, 1877.
Debits.		
Cost of road	$20,030,787 16	$18,650,374 11
Cost of equipment	395,013 88	395,013 88
Other investments (steamers)	323,371 71	322,441 00
Supplies and materials on hand	60,937 87	----------
Cash, cash assets, and other items (specifying same):		
Cash	5,034 45	175 29
Sundry balances due	954,019 65	909,586 99
Profit and loss (loss, if any)	756,123 73	650,818 98
Total	$22,525,288 45	$20,928,410 25
Credits.		
Capital stock	$12,000,000 00	$12,000,000 00
Funded debt	8,350,000 00	6,946,000 00
Other debts (specifying same):		
Bills payable, and interest	1,539,824 44	1,631,482 82
Unpaid coupons	451,190 00	266,595 00
Unpaid bills, and sundry balances due	184,274 01	84,332 43
Total	$22,525,288 45	$20,928,410 25

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1877.

	Debits.	Credits.
January 1st, 1877—balance	$756,123 73	
Bond interest	403,500 00	
Other interest	113,658 35	
General expense	400 00	
Rent		$550,000 00
Interest		67,619 86
Unclaimed wages, etc.		5,243 24
December 31st, 1877—balance		650,818 98
Total	$1,273,682 08	$1,273,682 08
Balance brought down	$650,818 98	

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:
   From Vallejo to Sacramento } Accepted from contractors, as complete. January, 1870.
   From Napa Junction to Calistoga } Accepted from contractors, as complete. January, 1870.
   From Davis to Marysville } Accepted from contractors, as complete. January, 1870.
   (There is no record to show the dates when the contractors, who operated the road, opened it for public use—probably at various dates in 1868–69.)
2. Length of main line of road from Vallejo to Sacramento — 60.1700 miles.
   Length of main line in California — 60.1700 miles.
   Length of main line in other States — 0.0000 miles.
3. Length of line with track laid, if road is not completed — Complete.
4. Length of double track on main line — 0.0000 miles.
5. Branches owned by the company — Two.
   Names and description of; single or double track:
   Napa Branch, Adelante to Calistoga—single track — 34.4514 miles.
   Marysville Branch, Davis to Knight's Landing—single track — 18.6051 miles.
6. Total length of branches owned by the company — 53.0565 miles.
7. Total length of branches owned by the company in California — 53.0565 miles.
8. Total length of branches owned by the company in other States — 0.0000 miles.
9. Length of double track on branches — 0.0000 miles.
10. Total length of road belonging to this company — 113.2265 miles.
11. Aggregate length of siding and other tracks not enumerated above — 19.4269 miles.
12. Same in California — 19.4269 miles.
13. Aggregate length of track belonging to this company computed as single track — 132.6534 miles.
14. Same in California — 132.6534 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail (weight per yard, fifty and sixty pounds):
    Steel rail, sixty pounds per yard (rail) — 4.9886 miles.
    Steel rail, fifty pounds per yard (rail) — 5.3826 miles.
16. Number of spans of bridges of twenty-five feet and upwards — 13
17. Number of iron bridges (aggregate length, 0 feet) — 0
18. Number of wooden bridges (aggregate length, 17,380 feet) — 208

BRIDGES BUILT WITHIN THE YEAR IN CALIFORNIA.

Location.	Kind.	Material.	Length.	When Built.
Putah Creek	Straining beam	Wood	160 feet.	*August, 1877.
Napa Creek	Draw	Wood	97 feet.	January, 1877.
Napa Creek	Trestle	Wood	328 feet.	January, 1877.

* Old bridge removed.

19. Number of crossings of highways at grade — 98
20. Number of crossings of highways over railroad — 1
21. Number of crossings of highways under railroad — 0
22. Number of highway bridges eighteen feet above track — 0
23. Number of highway bridges less than eighteen feet above track — 1

24. Number of highway crossings at which gates or flagmen are maintained	1
25. Number of highway crossings at which electric signals are maintained	0
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	97
27. Number of railroad crossings at grade, specifying each	1
(Crossing Central Pacific Railroad at Sacramento.)	
28. Number of railroad crossings over other roads, specifying same	0
29. Number of railroad crossings under other railroads, specifying each	0
30. Roads belonging to other companies, operated by this company under lease or contract	0
	0
34. Total miles of road operated by this company	
35. Total miles of road operated by this company in California	
36. Number of stations on all roads operated by this company	
37. Number of stations on all roads owned by this company	20
38. Same in California	20
39. Miles of telegraph on line of road operated by this company	
40. Miles of telegraph owned by this company	139
41. Number of telegraph offices in company stations	17
42. Number of telegraph stations operated by this company	
43. Number of telegraph stations operated jointly by railroad and telegraph companies	

*This road is being operated by the Central Pacific Railroad Company, lessees.

ROLLING STOCK.

	Number.	Average Weight, (Pounds).	Market Value.
1. Locomotives	12		
Average weight of engines in working order		59,367	
Maximum weight of engines in working order		61,200	
2. Tenders	12		$138,443 26
Average weight of tenders full of fuel and water		32,750	
Maximum weight of tenders full of fuel and water		41,000	
Average joint weight of engines and tenders		92,117	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 41 10-12 feet.			
4. Total length of heaviest engine and tender over all, 51 feet.			
5. Snow plows	0		
6. Passenger cars	16		
Average weight		39,275	
Maximum weight		45,000	
7. Mail and baggage cars	6	31,250	
8. Eight-wheel box freight cars	36	17,300	256,570 62
9. Four-wheel box freight cars	0		
10. Eight-wheel platform cars	152	13,500	
11. Four-wheel platform cars	0		
12. Other cars	0		
Coal and gravel	0		
Caboose cars	3	18,600	
13. Total market value			$395,013 88

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	188
15. Number of locomotives equipped with train brakes	5
Kind of brake	Westinghouse air brake.
16. Number of cars equipped with train brakes	22
Kind of brake	Westinghouse air brake.
17. Number of passenger cars with Miller platform and buffer	16
Mileage, traffic, etc.	Operated by Central Pacific Railroad Company, lessees.
List of accidents in California	
Statement of each accident in California	Reported by lessees.

TABLE A.—FUNDED DEBT.

To include all bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what money payable — Interest and principal.	Interest. Rate.	Interest. Payable.	Authorized amount.	Total Issued. December 31, 1876.	Total Issued. December 31, 1877.	Accrued Interest. During Year.	Accrued Interest. Over-due.	Amount of Bonds Outstanding December 31, 1877.
First mortgage	----	Jan. 1, 1867	July 1, 1887	Gold	7	January and July	$2,250,000	$2,250,000	$2,250,000	$157,500	----------	$2,250,000
*California Pacific Railroad Extension Company	----	May 1, 1869	July 1, 1889	Gold	7	January and July	3,500,000	3,500,000	3,500,000	----------	----------	232,000
† Income	A	April 1, 1871	Jan. 1, 1873	Sterling	10	January and July	£50,000	£50,000	£50,000	----------	----------	----------
† Income	B	April 1, 1871	Jan. 1, 1874	Sterling	10	January and July	£50,000	£50,000	£50,000	----------	----------	----------
† Income	C	April 1, 1871	Jan. 1, 1875	Sterling	10	January and July	£50,000	£50,000	£50,000 ‡	----------	----------	£600
† Income	D	April 1, 1871	Jan. 1, 1876	Sterling	10	January and July	£50,000	£50,000	£50,000	----------	----------	£400
† Income	E	April 1, 1871	Jan. 1, 1877	Sterling	10	January and July	£50,000	£50,000	£50,000	----------	----------	£200
† Income	F	April 1, 1871	Jan. 1, 1878	Sterling	10	January and July	£50,000	£50,000	£50,000	----------	----------	£1,000
Second mortgage	----	Aug. 9, 1871	Jan. 1, 1891	Gold	6	January and July	$1,600,000	$1,600,000	$1,600,000	96,000	----------	$1,600,000
Third mortgage	A	July 1, 1875	July 1, 1905	Gold	6	January and July	2,000,000	----------	1,864,000	120,000	----------	1,864,000
Third mortgage	B	July 1, 1875	July 1, 1905	Gold	8	January and July	1,000,000	----------	989,000	30,000	----------	989,000
											$266,595 ‖	

* In process of exchange for series "A," third mortgage bonds.
† In process of exchange for series "B," third mortgage bonds.
‡ Interest on these bonds ceased January 1, 1874, the company being unable to meet it.
‖ This amount is due on coupons which had not been presented for payment.

TABLE A.—FUNDED DEBT—Continued.

Character of.	Series	Bonds Sold.					Bonds Redeemed.					
		To December 31, 1876.			During Year ending December 31, 1877.		To December 31, 1876.			During Year ending December 31, 1877.		
		Amount of Bonds.	Amount Realized.	Discount.	Amount of Bonds.	Amount Realized.	Amount.	Cost.	Discount.	Amount.	Cost.	Discount.
First mortgage		$2,250,000	$2,250,000 00									
California Pacific Railroad Extension Company		3,500,000	3,500,000 00							$3,268,000	$1,867,430	$1,400,570
Income	A						£50,000	$248,081 64	$1,918 36			
Income	B						£50,000	248,041 24	1,958 76			
* Income	C									£49,400	247,000	
Income	D	£300,000	1,352,284 25	$147,715 75						£49,600	248,000	
Income	E									£49,800	249,000	
Income	F									£49,000	245,000	
Second mortgage		$1,600,000	1,600,000 00									
Third mortgage	A				$1,864,000	$1,864,000						
Third mortgage	B				989,000	989,000						

* Par value, $5 per £.

TABLE B.

United States Government Bonds issued to the company.....None.

TABLE A.—FUNDED DEBT.

To include all bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what money payable — Interest and principal.	Interest. Rate.	Interest. Payable.	Authorized amount.	Total Issued. December 31, 1876.	Total Issued. December 31, 1877.	Accrued Interest. During Year.	Accrued Interest. Over-due.	Amount of Bonds Outstanding December 31, 1877.
First mortgage	----	Jan. 1, 1867	July 1, 1887	Gold	7	January and July	$2,250,000	$2,250,000	$2,250,000	$157,500	----------	$2,250,000
*California Pacific Railroad Extension Company	----	May 1, 1869	July 1, 1889	Gold	7	January and July	3,500,000	3,500,000	3,500,000	----------	----------	232,000
†Income	A	April 1, 1871	Jan. 1, 1873	Sterling	10	January and July	£50,000	£50,000	£50,000	----------	----------	----------
†Income	B	April 1, 1871	Jan. 1, 1874	Sterling	10	January and July	£50,000	£50,000	£50,000	----------	----------	----------
†Income	C	April 1, 1871	Jan. 1, 1875	Sterling	10	January and July	£50,000	£50,000	£50,000 ‡	----------	----------	£600
†Income	D	April 1, 1871	Jan. 1, 1876	Sterling	10	January and July	£50,000	£50,000	£50,000	----------	----------	£400
†Income	E	April 1, 1871	Jan. 1, 1877	Sterling	10	January and July	£50,000	£50,000	£50,000	----------	----------	£200
†Income	F	April 1, 1871	Jan. 1, 1878	Sterling	10	January and July	£50,000	£50,000	£50,000	----------	----------	£1,000
Second mortgage	----	Aug. 9, 1871	Jan. 1, 1891	Gold	6	January and July	$1,600,000	$1,600,000	$1,600,000	96,000	----------	$1,600,000
Third mortgage	A	July 1, 1875	July 1, 1905	Gold	6	January and July	2,000,000	----------	1,864,000	120,000	----------	1,864,000
Third mortgage	B	July 1, 1875	July 1, 1905	Gold	3	January and July	1,000,000	----------	989,000	30,000	----------	989,000
											‖$266,595	

* In process of exchange for series "A," third mortgage bonds.
† In process of exchange for series "B," third mortgage bonds.
‡ Interest on these bonds ceased January 1, 1874, the company being unable to meet it.
‖ This amount is due on coupons which had not been presented for payment.

TABLE A.—FUNDED DEBT—Continued.

Character of.	Series.	Bonds Sold. To December 31, 1876. Amount of Bonds.	Amount Realized.	Discount.	Bonds Sold. During Year ending December 31, 1877. Amount of Bonds.	Amount Realized.	Bonds Redeemed. To December 31, 1876. Amount.	Cost.	Discount.	Bonds Redeemed. During Year ending December 31, 1877. Amount.	Cost.	Discount.
First mortgage		$2,250,000	$2,250,000 00									
California Pacific Railroad Extension Company		3,500,000	3,500,000 00							$3,268,000	$1,867,430	$1,400,570
Income	A						£50,000	$248,081 64	$1 018 36			
Income	B						£50,000	248,041 24	1,958 76			
Income	C									£49,400	247,000	
Income	D	£300,000	1,352,284 25	$147,715 75						£49,600	248,000	
Income	E									£49,800	249,000	
Income	F									£49,000	245,000	
Second mortgage		$1,600,000	1,600,000 00									
Third mortgage	A				$1,864,000	$1,864,000						
Third mortgage	B				989,000	989,000						

* Par value, $5 per £.

TABLE B.

United States Government Bonds issued to the company.....None.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main line and Branches.	From—	To—	Length of Track December 31st, 1877.							
			Length of Roadway—All Single Track.			Sidings.		Track and Sidings.		
			Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
Main line within State	Vallejo	Sacramento	55.0304	5.1396	60.1700	12.3532	0.0000	67.3836	5.1396	72.5232
Napa branch	Adelante	Calistoga	34.4054	0.0460	34.4514	2.6463	0.0000	37.0517	0.0460	37.0977
Marysville branch	Davis	Knight's Landing	18.6051	0.0000	18.6051	4.4274	0.0000	23.0325	0.0000	23.0325
Total on whole road, December 31st, 1877			108.0409	5.1856	113.2265	19.4269	0.0000	127.4678	5.1856	132.6534
Total on whole road, December 31st, 1876			109.0541	4.4949	113.5490	17.4678	0.0000	126.5219	4.4949	131.0168
Total constructed during year			*1.0132	0.6907	*0.3225	1.9591	0.0000	0.9459	0.6907	1.6366
Total within the State constructed during year			*1.0132	0.6907	*0.3225	1.9591	0.0000	0.9459	0.6907	1.6366

	December 31st, 1876—All within State.			December 31st, 1877—All within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	253.0438	39.2857	9,941.0028	254.9356	39.2857	10,015.3235
Length of steel rail	8.9898	43.6458	392.3670	10.3712	43.0651	446.6357
Total length of iron rail laid during the year				†1.8918	†39.2857	†74.3207
Total length of steel rail laid during the year				1.3814	39.2857	54.2692

* Reduction in length.
† Addition to iron in road and sidings made during year.

TABLE D.

Grants or donations, in bonds or money, from States, counties, towns, corporations, or individuals, not repayable by company	None.

TABLE E.

Other aids or grants, from the United States, States, counties, corporations, or individuals	None.

TABLE F.

Sales of lands granted by the United States Government	None.

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Richard P. Hammond, President of the California Pacific Railroad Company, and James O'B. Gunn, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing thirty-eight (38) pages, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that, as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed): RICHARD P. HAMMOND,
JAS. O'B. GUNN.

Subscribed and sworn to before me, this 28th day of June, 1878.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

CENTRAL PACIFIC RAILROAD COMPANY.

Returns of the Central Pacific Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, Director	San Francisco, California.
C. P. Huntington, Director	New York City, New York.
Mark Hopkins, Director	San Francisco, California.
E. H. Miller, Jr., Director	San Francisco, California.
Charles Crocker, Director	San Francisco, California.
David D. Colton, Director	San Francisco, California.
S. T. Gage, Director	San Francisco, California.
Leland Stanford, President	San Francisco, California.
C. P. Huntington, First Vice-President	New York City, New York.
Charles Crocker, Second Vice-President	San Francisco, California.
Mark Hopkins, Treasurer	San Francisco, California.
E. H. Miller, Jr., Secretary	San Francisco, California.
David D. Colton, Financial Director	San Francisco, California.

BUSINESS ADDRESS OF THE COMPANY.

San Francisco ---- California.

The Central Pacific Railroad Company was incorporated August 22d, 1870, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below.

List of railroad companies which have been consolidated with the Central Pacific Railroad Company, to wit:

The Central Pacific Railroad Company of California, organized June 28th, 1861.
The Central Pacific Railroad Company of California, amended October 8th, 1864.
The San Francisco and Oakland Railroad Company, organized October 21st, 1861.
Yuba Railroad Company, organized November 17th, 1862.
The Western Pacific Railroad Company, organized December 13th, 1862.
The San Francisco and Alameda Railroad Company, organized March 25th, 1863.
The San Francisco, Alameda and Stockton Railroad Company, organized December 8th, 1863.
The California and Oregon Railroad Company, organized June 30th, 1865.
The San Francisco Bay Railroad Company, organized September 25th, 1868.
San Joaquin Valley Railroad Company, organized February 5th, 1868.
Marysville Railroad Company, organized November 29th, 1867.

CONSOLIDATIONS.

California and Oregon Railroad Company, and Marysville Railroad Company, January 16th, 1868—name, California and Oregon Railroad Company.

California and Oregon Railroad Company, and Yuba Railroad Company, December 18th, 1869—name, California and Oregon Railroad Company.

The San Francisco and Alameda Railroad Company, and the San Francisco, Alameda, and Stockton Railroad Company, October 15th, 1868—name, The San Francisco and Alameda Railroad Company.

The Western Pacific Railroad Company, and San Francisco Bay Railroad Company, November 2d, 1869—name, The Western Pacific Railroad Company.

The Central Pacific Railroad Company of California, and the Western Pacific Railroad Company, June 23d, 1870—name, Central Pacific Railroad Company.

The San Francisco and Oakland Railroad Company, and the San Francisco and Alameda Railroad Company, June 29th, 1870—name, San Francisco, Oakland, and Alameda Railroad Company.

Central Pacific Railroad Company, California and Oregon Railroad Company, San Francisco, Oakland, and Alameda Railroad Company, San Joaquin Valley Railroad Company, August 22d, 1870—name, Central Pacific Railroad Company.

CAPITAL STOCK.

1. Capital stock authorized by charter*	$100,000,000 00
2. Capital stock authorized by votes of company	100,000,000 00
3. Capital stock issued (number of shares, 542,755); amount paid in	54,275,500 00
4. Capital stock paid in on shares not issued (number of shares, 0)	0 00
5. Total amount paid in as per books of the company	54,275,500 00
6. Amount of capital stock issued but not full paid	0 00

*By original articles of incorporation.

7. Amount per share still due thereon		$0 00
8. Par value of shares issued		100 00
9. Total number of stockholders	89	
10. Number of stockholders in California	62	
11. Amount of stock held in California		43,256,300 00

DEBT.

12. Funded debt, as follows:		
Bonds		$54,885,000 00
Interest paid on same during year (for 1877, and coupons of previous years not presented for payment before 1877)	$3,347,305 00	
Certificates of indebtedness		0 00
Interest paid on same during year	0 00	
13. Total amount of funded debt		$54,885,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$10,306,291 37
All other debts, current credit balances, etc.—unpaid dividends		10,798 00
United States subsidy bonds		27,885,680 00
15. Total amount of unfunded debt		$38,172,769 37
16. Total gross debt liabilities		$93,057,769 37
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand		1,290,169 76
Materials and supplies on hand		2,189,590 54
Sinking funds		2,967,557 43
Other securities and debt balances		4,537,272 22
		$10,984,589 95
18. Total net liabilities		$82,073,179 42
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each:		
California Pacific Railroad Company:		
1,600 bonds, $1,000 each, both principal and interest guaranteed		1,600,000 00
Also, 6,000 bonds, $500 each, both principal and interest guaranteed		3,000,000 00
Stockton and Copperopolis Railroad Company:		
1,000 bonds, $500 each, both principal and interest guaranteed		500,000 00
20. Amount of claims against the company which for any reason have not been entered upon the books		0 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry		Items 1 to 9 not having been kept segregated, it is impossible to show them separately.
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		
6. Engine houses, car sheds, and turn-tables		
7. Machine shops, including machinery and tools (See No. 25 and note, page 69)		
8. Interest		
9. Engineering		
Agencies, salaries, and other expenses during construction		
11. Total cost of construction, to December 31st, 1876		$133,048,315 39
Total cost of construction, to December 31st, 1877		134,247,167 10

Equipment.

	Number	To December 31, 1876. Cost.	Number	To December 31, 1877. Cost.
12. Locomotives	228	$2,620,787 34	227	$2,695,303 47
13. Snow plows on wheels	9	37,536 02	9	37,536 02
14. Parlor cars	0	0 00	0	0 00
15. Sleeping cars	41		41	
16. Passenger cars	187	*1,351,890 30	189	*1,487,471 10
Mail cars	22		22	
Baggage cars	27		27	
17. Freight cars	4,046	†3,253,441 30	4,262	†3,386,051 04
Caboose cars	65		73	
Other cars	540	87,181 27	573	87,309 59
(Miller platforms and air brakes account was kept separately to 1877, and in that year was charged out to passenger cars and locomotives)		143,373 25		
18. Total for equipment	5,175	$7,494,209 48	5,423	$7,693,671 22

* The cost of sleeping, passenger, mail, and baggage cars is all charged in one account.
† Cost of freight and caboose cars is all charged in account freight cars.

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. *Lands.*

	To December 31, 1876.	To December 31, 1877.
San Francisco, block 9	$343,108 64	$343,108 64
Oakland Point, 1876, 90 acres; 1877, 181 31-100 acres	431,940 00	616,940 00
Alameda County, 197 37-100 acres	215,611 67	215,611 67
Ogden, lots	10,006 22	10,006 22
Marysville, lots	4,000 00	4,000 00
Sacramento City and other points, lots	68,447 37	71,025 37
Sacramento City, hospital property	62,875 77	62,875 77
Totals	$1,135,989 67	$1,323,567 67

20. Stock of other roads and companies:

Coos Bay Coal Company; number of shares, to December 31st, 1876, 16,298; price paid	$108,892 70
Coos Bay Coal Company; number of shares, to December 31st, 1877, 16,298; price paid per share, $7 38½; total	120,368 58

21. *Bonds of other roads.*

	To December 31, 1876.		To December 31, 1877.	
	Nominal Am't	Price Paid.	Nominal Am't	Price Paid.
Nevada County Narrow Gauge Railroad Company	$7,000 00	$6,020 00	$7,000 00	$6,020 00
United States Government	120 00	120 00	120 00	120 00
Central Pacific (mutilated), repurchased	23,000 00	23,362 50	24,000 00	24,282 50
		$29,502 50		$30,422 50

22. Other securities ..... None.

23. Steamboat property:
Name of Oakland Ferry Steamers—Alameda, Capital, El Capitan, Flora Temple, Louise, Oakland, Thoroughfare, Transit, Washoe: (The cost of all ferry steamers is included in "construction account.")
Name of River Steamboats—Amador, Amelia, Cora, Chin-du-Wan, Dover, Enterprise, Flora, Governor Dana, Julia, Red Bluff, Reliance, T. C. Walker, Yosemite: (All river steamboats were purchased by the company in connection with other property—barges, real estate, etc.—and the price of each cannot be given, but the cost of steamboats, barges, and other steamer property, December 31st, 1877, is $715,301 10, and December 31st, 1876, was $750,231 37.)
Name of River Barges—Aliso, Ace of Spades, Chico, Farmer, Governor Hayes, Jacinto, Mono, Moulton, Napa, San Antonio, Suisun, Tehama, Yolo: (See remarks under "River Steamboats.")
Other Steamer Property—Fifty vara lot and improvement in San Francisco, corner Broadway and Front Streets: (See remarks under "River Steamboats.")

24. Investments in transportation lines ---------- None, except in river steamers, as given above.

25. *Other property purchased.*

	To December 31, 1876.	To December 31, 1877.
Office furniture, safes, etc.	$122,589 43	$133,129 03
Telegraph instruments	13,210 52	13,997 78
Machine shops at Sacramento*	951,818 85	982,374 31
Machinery and tools in shops	655,593 76	664,712 15
	----------	$1,794,213 27

26. Total for property purchased, etc.	$3,983,873 12
27. Whole amount of permanent investments	$145,924,711 44
28. Property in California †	----------
29. Amount of supplies and materials on hand	2,189,590 54
30. Cash and cash assets	8,794,999 41
31. Total property and assets of the company‡	$156,909,301 39

* All shops, except those at Sacramento, are included in construction account.
† Cannot be stated because construction account, equipment, etc., cannot be segregated.
‡ Not including lands granted to the company. See Table E, page 90.

32. *Sinking and Contingent Funds—showing amount of same, and their purpose.*

Applicable to Redemption of what Bonds.		On hand December 31, 1876	Received during year	On hand December 31, 1877
Character.	Series.			
1. Convertible mortgage	----------	$890,915 22	$107,363 99	$998,279 21
2. State aid	----------	473,828 02	88,177 75	562,005 77
3. First mortgage	A to D	473,828 02	88,177 75	562,005 77
4. First mortgage	E to I	304,738 45	74,378 25	379,116 70
5. First mortgage, Western Pacific	A and B	25,000 00	26,794 44	51,794 44
6. First mortgage, California and Oregon Division	A	100,000 00	107,177 77	207,177 77
7. First mortgage, California and Oregon Division	B	100,000 00	107,177 77	207,177 77
Total	----------	$2,368,309 71	$599,247 72	$2,967,557 43

NOTE.—The total amount in the above sinking funds is loaned at interest. The interest is added to sinking funds yearly as it accumulates.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	
2. Bridging	
3. Superstructure, including rails	
4. Land	
Land damages	
Fences	*
5. Passenger and freight stations	
Wood sheds and water stations	
6. Engine houses, car sheds, and turn-tables	
7. Machine shops	
8. Engineering, agencies, salaries, and other expenses during construction	
Total charged to construction account	$1,198,851 71
9. Locomotives	74,516 13
10. Snow plows on wheels—number, 0	0 00
11. Parlor cars—number, 0	0 00
12. Sleeping cars—number, 0	0 00
13. Passenger, mail, and baggage cars—number, 2	135,580 80
14. Freight and other cars—(caboose, 8; freight, 209—nnmber, 217)	132,738 06
16. Subscriptions or loans to other roads, specifying same	0 00
17. Any other expenditures charged to property account, specifying same:	
Lands purchased at Oakland, Sacramento, etc.	187,778 00
Assessments paid on Coos Bay Coal Company stock	11,475 88
One Central Pacific bond (mutilated) bought	920 00
Furniture and safes	10,539 60
Telegraph instruments	787 26
Machine shops at Sacramento†	30,555 46
Two barges and right to use Weston's patent boiler	19,004 48
Machinery and tools in shops	9,118 39
18. Total	$1,811,865 77
19. Property sold and credited to property account during the year, specifying same:	
One old building at Sacramento	200 00
Air brake and Miller platform account charged out during year to "locomotive and passenger cars"	143,373 25
Steamers Empire City, Capital, Tulare, and old material	53,934 75
Total	$197,508 00
20. Net addition to property account for the year	$1,614,357 77

MEM.—Increase in "locomotives" is caused by charging out during the year "air brakes," which had previously been kept in a separate account, deducting amount received for one locomotive sold.

Increase in "passenger cars" is caused by addition of two new cars, and by charging out "Miller platform" and "air brake account" during 1877, which had previously been kept in a separate account.

* Items 1 to 8 have not been segregated, but were charged to construction account.

† All shops except those at Sacramento are included in "construction account."

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$3,298,534 91
2. Derived from passengers from and to other roads, over roads operated by this company	2,185,169 44
4. Derived from other sources belonging to passenger department (sleeping cars)	167,490 14
5. Derived from express and extra baggage	279,806 11
6. Derived from mails	273,339 65
7. Total earnings from passenger department	$6,204,340 25
8. Derived from local freight on roads operated by this company	$7,159,796 80
9. Derived from other roads as tolls or for use of freight cars	48,791 16
10. Derived from freight from and to other roads on joint tariff	2,578,302 40
12. Total earnings from freight department	$9,786,890 36
13. Derived from rents for use of road and equipment when leased	$0 00
Derived from wharfage	25,952 60
Derived from telegraph	132,808 78
Derived from miscellaneous	263,207 46
Derived from rent of warehouses, stations, etc.	57,944 66
14. Total transportation earnings	$16,471,144 11

15. Earnings per mile of road operated	$7,956 49	
16. Per train mile (total passenger and freight)	3.0571	
17. Income derived from rent of property, other than road and equipment, specifying same		See No. 13.
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.,) specifying same:		
Interest on sinking funds		$189,247 72
Operating river steamers		64,537 27
Operating California Pacific Railroad to June 30, 1877*		506,826 23
Land grant bonds redeemed with proceeds of sales of land		572,000 00
19. Total income derived from all sources		$17,803,755 33

*Earnings of California Pacific Railroad after June 30th, 1877, are included in operating accounts of Central Pacific Railroad.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	$356,940 03
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Superintendence, general and office, and miscellaneous expense	865,117 41
Legal expense	146,112 04
Civil engineering	22,045 46
Discount on currency	310,397 39
Land department expenses	13,610 30
Operating Stockton and Copperopolis Railroad to June 30th, 1877	8,181 37
Damages for stock killed, etc.	5,156 33
3. Insurance premiums and losses by fire, and damages for fires set by engines	86,739 86
4. Telegraph expenses	198,252 34
5. Total	$2,012,552 53
6. Proportion belonging to passenger department	$726,933 97
7. Proportion belonging to freight department	1,285,618 56

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$896,091 84
2. Iron rails laid, deducting old rails taken up	0 00
3. Steel rails laid, deducting old rails taken up: Number of miles, 167.3312; weight per yard, 50 pounds / Number of miles, 101.8803; weight per yard, 60 pounds	568,832 81
4. New ties (number, 543,246); cost	260,506 04
5. Repairs of bridges	84,445 67
Repairs of turn-tables	5,090 10
6. Repairs of buildings and fixtures (stations)	83,066 46
Repairs of snow sheds	9,353 83
7. Repairs of and additions to machine shops and machinery*	0 00
Repairs of docks	28,775 17
8. Repairs of fences (road crossings and signs included in repairs of road)	5,101 98
9. Removing ice and snow	50,968 50
10. Repairs of locomotives	434,403 47
11. New locomotives, charged to operating expenses	0 00
12. Repairs of snow plows	783 77
13. New snow plows, charged to operating expenses	0 00
14. Fuel for engines and cars:†	
Number of cords of wood, 67,999; cost	359,363 58
Number of tons of coal, 118,683; cost	796,327 49
15. Water and water stations	73,800 37
16. Fuel for stations and shops‡	0 00
17. Oil and waste	42,703 24
18. Switchmen, watchmen, flag and signalmen§	
19. Total	$3,699,614 32

*Repairs of shops are included in repairs of buildings. Repairs of machinery distributed to cost of all work done. Additions to shops is included in construction or shop accounts. Additions to machinery is included in machinery and tools accounts.

†Fuel for cars is included in train service.

‡Fuel for stations is charged to station service, and for shops is distributed to cost of all work done.

§Included in train and station service.

20. Proportion of same to passenger department		$1,336,300 69
21. Proportion of same to freight department		2,363,313 63
22. Of the above there was expended for other than ordinary repairs		0 00

CLASS III.—PASSENGER TRAFFIC EXPENSES.

1. Repairs of passenger, mail, and baggage cars		$308,701 21
2. New passenger, mail, and baggage cars (charged to operating expenses)		0 00
3. Damages, passengers		20,096 17
4. Salaries, wages, and incidentals of passenger trains		404,815 42
Salaries, wages, and incidentals of ferries		379,276 60
5. Salaries, wages, and incidentals of passenger stations		205,464 34
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same		0 00
7. Amount paid other roads for balance of mileage of passenger cars		0 00
8. Total		$1,318,353 74

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

1. Repairs of freight cars		$345,279 96
Repairs of dump and work cars		2,516 94
2. New freight cars (charged to operating expenses) to replace cars broken up		113,257 18
3. Damages, freight (no gratuities)		29,453 33
4. Salaries, wages, and incidentals of freight trains		715,936 02
Salaries, wages, and incidentals of ferries		162,547 12
5. Salaries, wages, and incidentals of freight stations		363,373 80
6. Paid corporations or individuals not operating roads for use of freight cars		0 00
7. Amount paid other roads for balance of mileage of freight cars		7,472 58
8. Total		$1,739,836 93
9. Total expenses of operating the road embraced in Classes I, II, III, and IV		8,770,357 52
10. Per train mile (total passenger and freight)	$1.6278	
11. Percentage of expenses to total transportation earnings	.53246	
12. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed. (See page 77):		
Southern Pacific Railroad Company		1,541,275 56
California Pacific Railroad Company, from July 1, 1876		825,000 00
Northern Railway Company, from July 1, 1876		95,085 00
Amador Branch Railroad Company		40,500 00
Berkeley Branch Railroad Company		6,000 00
Sacramento and Placerville Railroad Company		18,000 00
Los Angeles and Independence Railroad Company		15,525 00
Union Pacific Railroad Company		42,111 85
Total		$2,583,497 41
13. Total expenses		$11,353,854 93

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$6,449,900 40
2. Percentage of same to capital stock and net debt	.4730	
3. Percentage of same to total property and assets*	.4110	
4. Interest paid during the year:		
On funded debt	$3,347,305 00	
On other debt	369,678 65	
Total		3,716,983 65
5. Dividends declared, 8 per cent. for the year; amount		4,342,040 00
6. Date of last dividend declared		October 1, 1877.
7. Balance for the year, or deficit	$1,609,123 25	
8. Surplus at commencement of the year	10,265,589 27	
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	0 00	
9. Surplus at commencement of the year, as changed by aforesaid entries		$10,265,589 27
10. Total surplus December 31st, 1877		8,656,466 02
11. Paid to sinking funds in hands of Trustees		410,000 00

* Not including lands granted to the company. See Table E, page 90.

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department as per "Revenue for the Year," No. 7		$6,204,340 25
2. Per passenger train mile	$3.1879	
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6		726,933 97
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 20		1,336,300 69
5. Expenses "Passenger Traffic," as per Class III, No. 8		1,318,353 74
6. Total expenses		$3,381,588 40
7. Per passenger train mile	$1.7375	
8. Net earnings		2,822,751 85
9. Per passenger train mile	$1.4504	

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12		$9,786,890 36
2. Per freight train mile	$2.8437	
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7		1,285,618 56
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21		2,363,313 63
5. Expenses, "Freight Traffic," as per Class IV, No. 8		1,739,836 93
6. Total expenses		$5,388,769 12
7. Per freight train mile	$1.5658	
8. Net earnings		4,398,121 24
9. Per freight train mile	$1.2779	

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877,

	December 31, 1876.	December 31, 1877.
Debits.		
Cost of road	$133,048,315 39	$134,247,167 10
Cost of equipment	7,494,209 48	7,693,671 22
Other investments	3,629,433 60	3,983,873 12
Supplies and materials on hand	2,325,477 81	2,189,590 54
Sinking funds in hands of Trustees	2,368,309 71	2,967,557 43
Cash, cash assets, and other items, (specifying same):		
Cash	800,318 00	1,290,169 76
Bills receivable	----------	852,132 46
Current accounts	----------	3,685,139 76
Total	$149,666,063 99	$156,909,301 39
Credits.		
Capital stock	$54,275,500 00	$54,275,500 00
Funded debt	55,457,000 00	54,885,000 00
Other debts, (specifying same):		
United States Government bonds	27,855,680 00	27,855,680 00
Unclaimed dividends	5,700 00	10,798 00
Central Pacific Railroad Land Department	16,065 81	0 00
Trustees land grant mortgage	715,829 32	856,042 81
Central Pacific Railroad Company Hospital Fund	59,631 35	63,523 19
Balance of accounts	1,015,068 24	----------
Bills payable	----------	5,446,844 39
Current accounts	----------	4,859,446 98
Profit and loss (profit, if any)	10,265,589 27	8,656,466 02
Total	$149,666,063 99	$156,909,301 39

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1877.

	Debits.	Credits.
By earnings for year 1877		$16,471,144 11
By earnings—river steamers and barges		64,537 27
By earnings—interest on sinking funds		189,247 72
By earnings—operating California Pacific Railroad to June 30th, 1877		506,826 23
By 572 land grant bonds redeemed with proceeds of land sales		572,000 00
To operating expenses	$7,774,417 76	
To leased railroads	2,266,186 46	
To interest	3,716,983 65	
To taxes	330,345 62	
To general miscellaneous expenses	482,558 53	
To legal expenses	146,112 04	
To civil engineering	22,045 46	
To discount on currency receipts	310,397 39	
To expenses of land department	13,610 30	
To operating Stockton and Copperopolis Railroad to June 30th, 1877	8,181 37	
To dividends, Nos. 7 and 8	4,342,040 00	
Total	$19,412,878 58	$17,803,755 33

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

Main Line.

	Date of Opening.
From Sacramento, East, to Newcastle	Nov. 1, 1864.
To Auburn	May 14, 1865.
To Clipper Gap	June 19, 1865.
To Colfax	Sept. 11, 1865.
To Dutch Flat	July 5, 1866.
To Alta	July 11, 1866.
To Cisco	Dec. 3, 1866.
To Truckee	April 3, 1868.
To Reno	June 19, 1868.
To Wadsworth	July 22, 1868.
To Brown's	Aug. 21, 1868.
To Oreana	Sept. 20, 1868.
To Winnemucca	Oct. 1, 1868.
To Argenta	Nov. 19, 1868.
To Mill City	Jan. 1, 1869.
To Elko	Jan. 25, 1869.
To Carlin	March 15, 1869.
To Terrace	May 27, 1869.
To Promontory	May 29, 1869.
To Ogden	May 29, 1869.
From Sacramento, West, to Galt	May 15, 1869.
To Lodi	Aug. 4, 1869.
To Stockton	Aug. 14, 1869.
To San José	Sept. 15, 1869.
To Alameda Wharf	Sept. 8, 1869.
To San Francisco, about	Dec. 1, 1869.

Oregon Division.

From Junction to Lincoln	Oct. 24, 1867.
To Wheatland	Oct. 28, 1867.
To Yuba	Sept. 19, 1868.
To Marysville	June 1, 1869.
To Nelson	May 31, 1870.
To Chico	July 2, 1870.
To Sesma	Jan. 11, 1871.
To Tehama	Aug. 28, 1871.
To Red Bluff	Dec. 6, 1871.
To Redding	Sept. 1, 1872.

Visalia Division.

From Lathrop to Modesto	Nov. 8, 1870.
To Merced	Jan. 25, 1872.
To Sycamore	April 1, 1872.
To Fresno	May 28, 1872.
To Goshen	Aug. 1, 1872.

Stockton and Copperopolis Railroad.

From Stockton to Milton To Oakdale	Feb., 1871.

Amador Branch Railroad.

From Galt to Ione	Dec. 4, 1876.

Berkeley Branch Railroad.

From Shell Mound to Berkeley	Aug. 16, 1876.

Southern Pacific Railroad.

From Goshen to Tipton	Aug. 1, 1872.
To Delano	July 15, 1873.
To Sumner	Nov. 1, 1874.
To Caliente	April 26, 1875.
To Keene	June 1, 1876.
To Mohave	Aug. 8, 1876.
To San Fernando Tunnel	Sept. 5, 1876.
To Huron	Feb. 1, 1877.
From Los Angeles to Sepulveda	April 15, 1874.
To San Fernando Tunnel	Jan. 1, 1876.
To Spadra	April 15, 1874.
To Colton	July 16, 1875.
To Indio	May 29, 1876.
To Dos Palmos	March 8, 1877.
To Pilot Knob	April 29, 1877.
To Colorado River	May 23, 1877.
To Yuma	Oct. 22, 1877.

Wilmington Division.

From Los Angeles to Wilmington	First time-table of Southern Pacific, April 15, 1874. First through train, Oct. 26, 1869.

Los Angeles and San Diego Railroad.

From Florence to Downey	April 15, 1874.
To Norwalk To Anaheim	Jan. 14, 1875.
To Santa Ana	Dec. 17, 1877.

Los Angeles and Independence Railroad.

From Los Angeles to Santa Monica	Dec., 1875.

California Pacific Railroad.

From Vallejo and San Francisco to Sacramento From Napa Junction to Calistoga From Davis to Woodland and Marysville	Turned over by contractors, Jan. 1, 1870.

Northern Railway—San Pablo Division.

From West Oakland to Shell Mound	Aug. 16, 1876.
To Martinez	Jan. 19, 1878.

Williams Division.

From Woodland to Williams	July 1, 1876.

2.	Length of main line of road from Oakland Wharf to terminus	872.0769 miles.
	Length of main line in California (Oakland Wharf to State line)	273.7069 miles.
	Length of main line in other States (Nevada and Utah)	598.3700 miles.
3.	Length of line with track laid, if road is not completed	Completed.
4.	Length of double track on main line	0.0000
5.	Branches owned by the company	5

	Names and description of; single or double track:	
	Oregon Branch, single track	152.2205 miles.
	Visalia Branch, single track	146.0796 miles.
	San José Branch, single track	17.5363 miles.
	Oakland Branch,* single track	5.6598 miles.
	Alameda Branch,* single track	9.9642 miles.
6.	Total length of branches owned by the company	331.4604 miles.
7.	Total length of branches owned by the company in California	331.4604 miles.
8.	Total length of branches owned by the company in other States	0.0000 miles.
9.	Length of double track on branches*	0.0000 miles.
10.	Total length of road belonging to this company	1,203.5373 miles.
11.	Aggregate length of siding and other tracks not enumerated above	171.4107 miles.
12.	Same in California	115.8003 miles
13.	Aggregate length of track belonging to this company computed as single track	1,374.9480 miles.
14.	Same in California	720.9676 miles.
15.	Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 and 60 pounds)	290.5540 miles of track; or 581.-1080 miles of rail.
16.	Number of spans of bridges, in California, of twenty-five feet and upwards	167
	Number of spans of bridges of twenty-five feet and upwards, outside State	14
17.	Number of iron bridges in California	0
	Number of iron bridges, outside State	0
18.	Number of wooden bridges, in California, (aggregate length, 122,019 feet)	802
	Number of wooden bridges, (aggregate length, 4,750 feet), outside State	86

* Oakland and Alameda Branches run parallel on Seventh Street, Oakland, making double track used interchangably by both branches, for a distance of 2.1194 miles.

BRIDGES BUILT WITHIN THE YEAR IN CALIFORNIA.

Location	Coyote Creek.
Kind	Straining beam.
Material	Wood.
Length	240 feet.
When built	May, 1877—Old bridge removed.

19.	Number of crossings of highways at grade, in California	449
	Number of crossings of highways at grade, outside State	208
20.	Number of crossings of highways over railroad, in California	1
	Number of crossings of highways over railroad, outside State	0
21.	Number of crossings of highways under railroad, in California	2
	Number of crossings of highways under railroad, outside State	0
22.	Number of highway bridges eighteen feet above track, in California	1
	Number of highway bridges eighteen feet above track, outside State	0
23.	Number of highway bridges less than eighteen feet above track, in California	0
	Number of highway bridges less than eighteen feet above track, outside State	0
24.	Number of highway crossings at which gates or flagmen are maintained, in California	2
	Number of highway crossings at which gates or flagmen are maintained, outside State	0
25.	Number of highway crossings at which electric signals are maintained, in California	0
	Number of highway crossings at which electric signals are maintained, outside State	0
26.	Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	450
	Number of highway crossings at which there are neither electric signals, gates, nor flagmen, outside State	208
27.	Number of railroad crossings at grade	9
	(Northern Railway at Oakland Point; Alameda Branch at Alice Street, Oakland; San Pablo and Tulare Railroad at Tracy; Stockton and Copperopolis Railroad at Stockton; Sacramento Valley Railroad at Brighton; California Pacific Railroad at Sacramento City; Oroville Railroad at Marysville; South Pacific Narrow Gauge Railroad at Alameda; Utah Central Railroad at Ogden. There are, also, five (5) street railroad crossings in Oakland and Alameda.)	
28.	Number of railroad crossings over other roads, specifying same	1
	(Nevada County Narrow Gauge Railroad near Colfax.)	
29.	Number of railroad crossings under other railroads, specifying each	None.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. *Names, description, and length of each.*

Name of Company.	Termini.		Length, (Miles).	Dates of Lease.		Amount of Rental.
	From—	To—		From—	To—	
Union Pacific	Odgen	Five miles west	5.00	June 30, 1875	June 30, 2874	The same amount per mile as the Union Pacific Railroad Company earns net per mile on the line of its road operated by itself.
Southern Pacific	Huron	Colorado River	529.90	Sept. 1, 1876	Sixty days notice	Five hundred dollars per mile per month, less two hundred and fifty dollars per mile per month for operating expenses.
Southern Pacific	Los Angeles	Wilmington	22.30	Sept. 1, 1876	Sixty days notice	
Los Angeles and San Diego	Florence	Santa Ana	27.82	Sept. 1, 1876	Sixty days notice	Net receipts.
Los Angeles and Independence	Los Angeles	Santa Monica	18.00	June 4, 1877	Notice	Two thousand seven hundred dollars per annum.
Sacramento and Placerville	Sacramento	Brighton	5.64	Sept. 1, 1869	Notice	One thousand five hundred dollars per month. (MEM.—This 5.64 miles is not operated by the Central Pacific, except to run its trains thereon, it leases only the right to use the track.)
Stockton and Copperopolis	Stockton	Milton	44.65	Dec. 30, 1874	January 1, 1905	The principal and interest of one thousand five per cent. five hundred dollar thirty-year bonds.
Stockton and Copperopolis	Peters	Oakdale				
Amador Branch	Galt	Ione	27.05	Jan. 1, 1877	Notice	Forty thousand five hundred dollars per annum.
Berkeley Branch	Shell Mound	Berkeley	3.15	Jan. 1, 1877	Notice	Six thousand dollars per annum.
Northern Railway	West Oakland	Delaware Street	4.59	July 1, 1876	Notice	One thousand five hundred dollars per annum.
Northern Railway	Junction, near Woodland	Williams	39.20	July 1, 1876	Notice	
California Pacific	South Vallejo	Sacramento	60.17	July 1, 1876	July 1, 1905	Five hundred and fifty thousand dollars per annum, and three-fourths of the net earnings in excess of that amount.
California Pacific	Adelante	Calistoga	34.60			
California Pacific	Davisville	Marysville*	43.56			
California Pacific	San Francisco	South Vallejo	28.25			
			891.88			
Not operated (see note)			25.24			
Total length leased lines operated			866 64			

*Operated only from Davisville to Knight's Landing, 18.32 miles.

ROADS BELONGING TO OTHER COMPANIES, ETC.—Continued.

31. Total length of above roads	891.88 miles.
32. Total length of above roads in California	886.88 miles.
33. Total length of above roads in other States, specifying each:	
Union Pacific Railroad from Ogden west	5.00 miles.
34. Total miles of road operated by this company	2070.1773 miles.
35. Total miles of road operated by this company in California	1466.8073 miles.
36. Number of stations on all roads operated by this company	369
37. Number of stations on all roads owned by this company	223
38. Same in California	148
39. Miles of telegraph on line of road operated by this company	2,070 miles.
40. Miles of telegraph owned by this company	1,265 miles.
41. Number of telegraph offices in company stations	153
42. Number of telegraph stations operated by this company	157
43. Number of telegraph stations operated jointly by railroad and telegraph companies	0

ROLLING STOCK.

	Number.	Average Weight, (Pounds).
1. Locomotives	227	
Average weight of engines in working order		65,697
Maximum weight of engines in working order		80,000
2. Tenders	227	
Average weight of tenders full of fuel and water		50,000
Maximum weight of tenders full of fuel and water		70,000
Average joint weight of engines and tenders		115,697
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 44 7-12 feet.		
4. Total length of heaviest engine and tender over all, 53 7-12 feet.		
5. Snow plows	9	38,384
6. Passenger cars	230	
Average weight		40,740
Maximum weight		63,000
7. Mail and baggage cars	49	36,920
8. Eight-wheel box freight cars	2,551	19,000
9. Four-wheel box freight cars	0	
10. Eight-wheel platform cars	1,711	15,000
11. Four-wheel platform cars	0	
12. Other cars	573	
Coal and gravel	0	
Caboose cars	73	26,700
13. Total market value*		

*There is no market value for rolling stock in California.

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	4,262
15. Number of locomotives equipped with train brakes	93
Kind of brake	Westinghouse air brake.
16. Number of cars equipped with train brakes	279
Kind of brake	Westinghouse air brake.
17. Number of passenger cars with Miller platform and buffer	230

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	1,946,199
2. Rate of speed of express and local passenger trains, including stops	14 to 25 miles per hour.
3. Rate of speed of accommodation trains, including stops	21 miles per hour.
4. Miles run by freight trains	3,441,614
5. Rate of speed of express freight trains, including stops	No trains of this class run.
6. Rate of speed of accommodation freight trains, including stops	9 to 11 miles per hour.

7. Miles run by other trains, and for what purpose:	
Work trains	505,678
Switching trains	720,903
8. Total train miles run	6,614,394
9. Total number of passengers carried	6,820,556
10. Total passenger mileage, or passengers carried one mile	181,715,266
11. Passenger mileage to and from other roads	69,164,899
12. Number of tons carried (not including gravel)	1,532,126
13. Total freight mileage, or tons carried one mile	363,822,097½
14. Freight mileage to and from other roads	136,600,680¾
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents.
16. Lowest rate of fare per mile for any distance (single fare)	1.05 cents.
Lowest rate of fare per mile for any distance (commutation)	0.40 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	2.93 cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	3.94 cents.
18. Average rate of fare per mile received from passengers to and from other roads	3.16 cents.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	0.00
20. Average rate of fare per mile for all passengers	3.02 cents.
21. Highest rate of freight per ton per mile for any distance	15 cents.
22. Lowest rate of freight per ton per mile for any distance	0.867 cents.
23. Average rate of local freight per ton per mile on roads operated by this company	3.091 cents.
24. Average rate of freight per ton per mile to and from other roads	1.887 cents.
25. Average rate of freight per ton per mile for all	2.677 cents.
26. Average number of cars in passenger trains (including baggage cars)	6.43
27. Average number of cars in freight trains—basis of eight-wheel	15.24
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	371,161 pounds.
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	387,997 pounds.
30. Number of persons regularly employed by company, including officers	7,204

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip)—no season tickets sold	00
2. Passengers to San Francisco (including season):	
Including ferry	3,244,437
Excluding ferry	273,333
3. Passengers from San Francisco (including season):	
Including ferry	2,956,637
Excluding ferry	266,110
4. Season ticket passengers to and from San Francisco (one round trip daily)	00

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total—in California.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers		5	2	17	2	22	2	49
Employés	1	9	11	38	12	47	14	93
Others			24	23	24	23	26	35
Totals	1	14	37	78	38	92	42	177

CENTRAL PACIFIC RAILROAD—LEASED ROADS AND BRANCHES.

Statement of each accident in California resulting in injuries to persons.

Date.	Name.	Whether Passenger, Employé, or Otherwise.	Place of Accident.	Cause of Accident.	Extent of Injury.
1877.					
January 7	Donzellman, Wm.	Other	Oakland	Crushed at ferry wharf	Leg injured.
January 8	Fry, Raybern	Employé	Oakland	Slipped off engine	Fatally injured.
January 9	Langley, Jeff.	Other	Oakland	Run over—suicide	Instantly killed.
January 10	Fox, C. J.	Employé	Truckee	Coupling cars	Instantly killed.
January 17	Wilson, Jas.	Other	Truckee	Run over (supposed)	Body found February 8th.
January 21	Davis, Lewis	Employé	Acton	Fell from train	Severely injured.
February 10	Indian	Other	Rocklin	Fell from train	Instantly killed.
February 11	Clayton, Geo. C.	Other	Cascade	Fell between cars	Leg injured.
February 15	Cockerill, R. E.	Employé	Turlock	Fell from train	Instantly killed.
February 21	Snyder, E. P.	Employé	Vallejo	Coupling cars	Hand slightly crushed.
February 21	Burnett, Aug.	Employé	Summit	Striking against shed	Head slightly bruised.
February 26	Morris, James	Other	Los Angeles	Run over	Fatally injured.
February 27	Donahue, Pat.	Employé	Oakland	Fell from car—intoxicated	Fatally injured.
February 28	Russel, J.	Employé	Bantas	Cars obstructing main track	Slight sprain.
February 28	Legree, J.	Employé			
February 28	Newton, Geo.	Other			
February 28	Quinn, Wm.	Other	Stockton	Getting off engine	Severely injured.
March 1	Wilcox, J. B.	Other	Truckee	Getting on train	Instantly killed.
March 5	Lockhart, Alice	Passenger	Ravena	Switching collision	Slightly injured.
March 5	Chinaman	Other	Brighton	Walking on track	Instantly killed.
March 9	Lawson, D.	Employé	Sacramento	Coupling cars	Fingers injured.
March 12	Pickette, M. C.	Employé	Yountville	Oil blown from lubricator	Face slightly scalded.
March 17	Williams, Geo.	Employé	Colfax	Broken wheel	Thigh fractured.
March 19	Condon, J. F.	Employé	Blue Cañon	Striking against snow shed	Head severely cut.
March 21	Coulter, Carroll	Other	Woodland	Fell off a flat car	Fatally injured.
March 28	Chinawoman	Other	Midway	Walking on track	Fatally injured.
April 2	Thomas, Wm.	Passenger	Dutch Flat	Getting off train	Fingers cut off left hand.
April 4	Burt, Geo.	Employé	Cascade	Meeting collision between two trains	Killed.
April 4	Maxwell, Frank	Employé			Killed.
April 4	Warren, D. F.	Employé			Killed.
April 4	Wright, John	Employé			Severely injured.

April 5	Warren, Jas.	Other	Junction	Getting on train	Foot slightly injured.
April 7	Brown, G. G.	Employé	Walters	Train breaking apart	Instantly killed.
April 7	Butler, D. G.	Employé	Tulare	Coupling cars	Thumb amputated.
April 8	Carter, Willie	Other	Oakland	Fell off train	Foot amputated.
April 11	Muir, E. C.	Employé	Sacramento	Coupling cars	Finger amputated.
April 11	Beckwith, J. R.	Other	Lodi	Getting on train	Large toe amputated.
April 14	Davis, W. H.	Other	Stockton	Walking on track	Instantly killed.
April 17	Booth, Geo.	Passenger	Blue Cañon	Fell off train—intoxicated	
April 18	Helm, Ralph	Employé	Tulare	Coupling cars	Hand slightly injured.
April 21	Chinaman	Passenger	Oakland	Getting off train	Leg severely crushed.
April 29	Kane, Mrs. Chris.	Passenger	Oakland	Jumped from train	Fatally injured.
May 1	Van Tassell, Geo.	Passenger	Oakland	Jumped off train	Head slightly injured.
May 2	Dodd, Thomas	Passenger	Newcastle	Struck by train—intoxicated	Severely bruised.
May 8	Jordan, L. C.	Employé	Nelson	Coupling cars	Hand slightly bruised.
May 11	"Shorty Magenta"	Other	Arbuckle	Struck by train—intoxicated	
May 18	Hudson, Alex.	Passenger	Borden	Fell off train—intoxicated	Ankle sprained.
May 23	Burgess, Chas.	Other	Antelope	Getting on train	Fatally injured.
May 23	Harrison, H.	Employé	N. E. Mills	Coupling cars	Finger bruised.
May 28	Weiland, Phil.	Other	Sacramento	Struck by train	Leg fractured.
May 30	Shehan, E. J.	Other	Niles	Fell from cars	Instantly killed.
May 30	Shell, Frank	Other	Santa Monica	Run over—intoxicated	Instantly killed.
June 4	Boyle, Geo.	Other	Strongs	Struck by engine	Shoulder slightly injured.
June 11	McGlynn, Jas.	Other	Oakland	Getting on train	Leg amputated.
June 13	Tracy, John	Other	Vina	Sitting on track—intoxicated	Instantly killed.
June 15	Balderson, R. Y.	Passenger	Emigrant Gap	Getting on train	Toes slightly injured.
June 16	Isdell, Chas.	Employé	Colfax	Getting on train	Shoulder slightly injured.
June 16	Moore, Chas.	Employé	North Vallejo	Slipped from car	Face slightly bruised.
June 26	Hilton, H. B.	Other	San Leandro	Getting on train (supposed)	Found dead.
June 27	Schaeffer, Aug.	Other	Midway	Falling from train	Both legs amputated.
July 1	Connor, J. M.	Employé	Pino	Fell from train	Shoulder slightly injured.
July 3	Campbell, M. M.	Employé	Acampo	Coupling cars	Finger taken off.
July 5	McArdle, Hy.	Other	Penryn	Run over—intoxicated	Fatally injured.
July 9	Indian Squaw	Other	Newcastle	Run over—intoxicated	Arm fractured.
July 11	Burt, T. A.	Employé	Rocklin	Fire-box blew open	Hands slighly burnt.
July 12	Rossiter, Jas.	Employé	N. E. Mills	Struck by tank spout	Severely bruised.
July 18	Shultz, John	Other	Boca	Run over	Fatally injured.
July 18	Kelly, Chas. (supposed)	Other			Killed and body burnt.
July 18	Hurlbut, J. W.	Employé		Train ran into burning sheds	Severely burnt.
July 18	Schott, J. J.	Employé			Slightly burnt.
July 18	Mayo, Hy.	Employé			Slightly burnt.
July 20	Unknown	Other	Delano	Run over—intoxicated	Found dead.
July 20	Joaquina, J. Serpa.	Other	San Leandro	Struck by engine	Very slight bruise.
July 20	Heaton, John	Employé	San Fernando	On hand car—struck	Instantly killed.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Name.	Whether Passenger, Employé, or Otherwise.	Place of Accident.	Cause of Accident.	Extent of Injury.
1877.					
July 20	Vallencour, C.	Other	Tunnel	By engine	Leg broken.
July 21	Unknown	Other	Pleasanton	Struck by engine	Severely injured.
August 2	Conway, Stephen	Other	Stockton	Jumping on train	Toe amputated.
August 6	Lamphrey, Wm.	Employé	Blue Cañon	Head striking shed	Slightly injured.
August 6	Mahoney, Pat.	Employé	Woodland	Run over—intoxicated	Fatally injured.
August 8	Hawkins, Geo.	Passenger	Junction	Getting on train—intoxicated	Foot severely crushed.
August 14	McElfresh, Geo.	Employé	Sesma	Coupling cars	Slightly bruised.
August 16	DeFrees, M.	Employé	Colfax	Fell off train	Foot sprained.
August 18	Howell, Frank	Passenger	Caliente	Switching collision	Arm broken.
August 18	Scribner, C. L.	Passenger	Pleasanton	Train broke apart	Severely bruised.
August 18	Morris, Moses	Employé			Severely bruised.
August 20	Moulton, Garry	Passenger	Oakland	Fell from train	Slightly bruised.
August 24	Webster, M. C.	Employé	Lathrop	Coupling cars	Finger slightly injured.
August 24	Dayton, T. J.	Employé	Oakland	Coupling cars	Finger amputated.
August 24	Hammett, Geo.	Passenger	Oakland	Crushed on ferry boat	Slightly injured.
September 1	Jordan, L. C.	Employé	Junction	Coupling cars	Foot slightly injured.
September 3	Barton, F. S.	Employé	Summit	Struck by engine	Slightly injured.
September 3	Thomas, Jno.	Other	Oakland	Run over (boy, playing)	Foot amputated.
September 6	Scott, M. A.	Passenger	Oakland	Jumped off train	Foot slightly injured.
September 11	Quinn, Hugh	Other	Pino	Jumped off train—intoxicated	Severely injured.
September 12	Geery, W. F.	Other	Ione	Cars getting off track	Fatally injured.
September 13	Skally, J.	Passenger	Yuba	Jumped off train—intoxicated	Slightly injured.
September 15	Nicholas, Elias	Employé	Truckee	Coupling cars	Finger cut off.
September 17	McGuire, J. F.	Other	Niles	Run over (supposed)	Found dead.
September 27	Milligan, Jno.	Employé	Truckee	Coupling cars	Fingers slightly injured.
October 2	Kellogg, F.	Employé	Ione	Coupling cars	Finger cut off.
October 3	Harrop, Samuel	Employé	Junction	Fell from train	Slightly bruised.
October 6	Adams, "Jack"	Passenger	Truckee	Run over (supposed)	Found dead.
October 10	Rossiter, J.	Employé	Emigrant Gap	Coupling cars	Thumb slightly injured.
October 10	Fitzgerald, R. D.	Other	Milpitas	Train struck wagon	Severely injured.
October 20	Fowler, Paris	Employé	Caliente	Coupling cars	Slightly injured.
October 21	Bones, Wm.	Employé	Acampo	Coupling cars	Thumb slightly injured.
October 22	Daley, Hugh	Other	Blacks	Struck by train—suicide	Instantly killed.
October 23	Steffy, J.	Employé	Oakland	Struck by train	Head severely injured.

October 23	Kerrigan, Mrs.	Passenger	Oakland	Jumped from train	Leg broken.
October 29	Hopkins, R. D.	Passenger	Elmira	Train ran into a burnt culvert	Slightly bruised.
October 29	Sharp, Hy.	Employé			Slightly bruised.
October 29	Ratcliffe, W. M.	Employé			Slightly bruised.
October 29	Knight, W. L.	Employé			Slightly bruised.
November 7	Shearer, Mrs.	Passenger	Alameda	Jumped from train	Leg broken.
November 7	Edwards, F.	Employé	Oakland	Fell from train	Shoulder dislocated.
November 9	Phillips, J.	Passenger	Sumner	Struck by a rail	Slightly injured.
November 12	Benson, A. F.	Passenger	Oakland	Jumped from train	Ankle dislocated.
November 17	Tyler, Ed. (colored)	Other	Oakland	Fell from train—intoxicated	Both feet amputated.
November 17	Van Winkle, F.	Employé	Lathrop	Coupling cars	Hand slightly injured.
November 24	Lavatte, Aug.	Other	San Francisco	Run over	Seriously injured.
November 29	Moore, Nicholas	Employé	Niles	Fell from train	Fatally injured.
December 1	Heywood, Z. B.	Other	Oakland	Crossing track in a buggy	Bruised generally.
December 5	Williams, Geo.	Employé	Tehachapi	Coupling cars	Two fingers amputated.
December 7	Cole, J. W.	Employé	Tipton	Fell from train	Instantly killed.
December 16	Hoyt, Wm.	Passenger	Oakland	Jumped off train	Hip dislocated.
December 19	Graham, Mrs.	Other	Oakland	Struck by engine—intoxicated	Slightly injured.
December 23	Griffin, John	Other	Sunol	Struck by train—intoxicated	Fatally injured.
December 26	Kean, John	Employé	Milton	Run over	Leg fractured.
December 26	Connors, Jno.	Passenger	Oakland	Getting on train—intoxicated	Arm amputated.
December 29	McCormick, Jno.	Other	Brighton	Run over—attempt at suicide	Arm amputated.

TABLE A.—FUNDED DEBT.

To include all bonds payable by the Company, except United States Government Bonds.

Character of.	Series	Date	Due	Interest. Rate	Interest. Payable	Authorized Amount.	Total Issued. Dec. 31, 1876.	Total Issued. Dec. 31, 1877.	Accrued Interest, during Year	Amount of Bonds Outstanding December 31, 1877.
Convertible mortgage	----	December 1, 1862	January 1, 1883	7 per cent.	January and July	$1,500,000	$1,483,000	$1,483,000	$103,810	$1,483,000
California State aid	----	July 1, 1864	July 1, 1884	7 per cent.	January and July	1,500,000	1,500,000	1,500,000	*	1,500,000
Central Pacific, first mortgage	A	July 1, 1865	July 1, 1895	6 per cent.	January and July	3,000,000	2,995,000	2,995,000	179,700	2,995,000
Central Pacific, first mortgage	B	July 1, 1866	July 1, 1896	6 per cent.	January and July	1,000,000	1,000,000	1,000,000	60,000	1,000,000
Central Pacific, first mortgage	C	July 1, 1866	July 1, 1896	6 per cent.	January and July	1,000,000	1,000,000	1,000,000	60,000	1,000,000
Central Pacific, first mortgage	D	July 1, 1866	July 1, 1896	6 per cent.	January and July	1,390,000	1,383,000	1,383,000	82,980	1,383,000
Central Pacific, first mortgage	E	January 1, 1867	January 1, 1897	6 per cent.	January and July	4,000,000	3,997,000	3,997,000	239,820	3,997,000
Central Pacific, first mortgage	F	January 1, 1868	January 1, 1898	6 per cent.	January and July	4,000,000	3,999,000	3,999,000	239,940	3,999,000
Central Pacific, first mortgage	G	January 1, 1868	January 1, 1898	6 per cent.	January and July	4,000,000	3,999,000	3,999,000	239,940	3,999,000
Central Pacific, first mortgage	H	January 1, 1868	January 1, 1898	6 per cent.	January and July	4,000,000	3,999,000	3,999,000	239,940	3,999,000
Central Pacific, first mortgage	I	January 1, 1868	January 1, 1898	6 per cent.	January and July	3,525,000	3,511,000	3,511,000	210,660	3,511,000
Western Pacific, old issue	----	December 1, 1865	December 1, 1895	6 per cent.	June and December	----------	113,000	112,000	6,720	112,000
Western Pacific, first mortgage	A	July 1, 1869	July 1, 1899	6 per cent.	January and July	1,970,000	1,857,000	1,858,000	111,480	1,858,000
Western Pacific, first mortgage	B	July 1, 1869	July 1, 1899	6 per cent.	January and July	765,000	765,000	765,000	45,900	765,000
California and Oregon, first mortgage	A	January 1, 1868	January 1, 1888	6 per cent.	January and July	6,000,000	6,000,000	6,000,000	360,000	6,000,000
Central Pacific, California and Oregon Division, first mortgage	B	January 1, 1872	January 1, 1892	6 per cent.	January and July	7,200,000	2,000,000	2,000,000	120,000	2,000,000
San Francisco, Oakland and Alameda, first mortgage	----	July 1, 1870	July 1, 1890	8 per cent.	January and July	1,500,000	500,000	500,000	40,000	500,000
San Joaquin Valley, first mortgage	----	October 1, 1870	October 1, 1900	6 per cent.	April and October	6,080,000	6,080,000	6,080,000	364,800	6,080,000
Land grant	----	October 1, 1870	October 1, 1890	6 per cent.	April and October	10,000,000	9,840,000	9,840,000	522,240	8,704,000
Totals	----	----------	----------	----------	----------	$62,430,000	$56,021,000	$56,021,000	$3,227,930	$54,885,000

NOTE.—Principal and interest of all bonds paid in coin. Interest coupons of all bonds have always been paid on presentation, and but few are now outstanding.
*Paid by State of California.

12. TABLE A—Continued.

Character of.	Series.	Bonds Sold to December 31, 1876. Amount of Bonds.	Amount Realized.	Discount.
Convertible mortgage	----	$1,483,000 00	$1,185,516 68	$297,483 32
California State aid	----	1,500,000 00	1,489,564 60	10,435 40
Central Pacific, first mortgage	A	2,995,000 00		
Central Pacific, first mortgage	B	1,000,000 00		
Central Pacific, first mortgage	C	1,000,000 00		
Central Pacific, first mortgage	D	1,383,000 00		
Central Pacific, first mortgage	E	3,997,000 00	24,093,086 45	1,789,913 55
Central Pacific, first mortgage	F	3,999,000 00		
Central Pacific, first mortgage	G	3,999,000 00		
Central Pacific, first mortgage	H	3,999,000 00		
Central Pacific, first mortgage	I	3,511,000 00		
Western Pacific, old issue of 1865	----	112,000 00		
Western Pacific, first mortgage	A	1,858,000 00	2,458,510 83	276,489 17
Western Pacific, first mortgage	B	765,000 00		
California and Oregon, first mortgage	A	6,000,000 00	5,200,751 81	799,248 19
Central Pacific, California and Oregon Division, first mortgage	B	2,000,000 00	1,714,655 15	285,344 85
San Francisco, Oakland and Alameda, first mortgage	----	500,000 00	425,000 00	75,000 00
San Joaquin Valley, first mortgage	----	6,080,000 00	5,165,453 11	914,546 89
Land grant	----	9,840,000 00	8,502,841 89	1,337,158 11
Totals	----	$56,021,000 00	$50,235,380 52	$5,785,619 48

Bonds sold during year ending December 31st, 1877 ..... None.
Bonds redeemed to December 31st, 1876 ..... Land grant bonds.
  Amount $564,000 00
  Cost 498,585 83
  Discount 65,414 17
Bonds redeemed during year ending December 31st, 1877 ..... Land grant bonds.
  Amount $572,000 00
  Cost 539,430 00
  Discount 32,570 00

TABLE B. UNITED STATES SIX PER CENT. CURRENCY BONDS ISSUED TO CENTRAL PACIFIC RAILROAD COMPANY.

Date Issued.	Interest Commences.	Amount.
May 12, 1865	January 16, 1865	$1,258,000 00
August 14, 1865	August 14, 1865	384,000 00
October 16, 1865	October 16, 1865	256,000 00
December 11, 1865	November 29, 1865	464,000 00
March 6, 1866	March 6, 1866	640,000 00
July 10, 1866	July 10, 1866	640,000 00
October 31, 1866	October 29, 1866	320,000 00
January 15, 1867	January 14, 1867	640,000 00
October 25, 1867	October 25, 1867	320,000 00
December 12, 1867	December 11, 1867	1,152,000 00
June 10, 1868	June 9, 1868	946,000 00
July 11, 1868	July 10, 1868	320,000 00
August 5, 1868	August 4, 1868	640,000 00
August 14, 1868	August 13, 1868	1,184,000 00
September 12, 1868	September 11, 1868	1,280,000 00
September 20, 1868	September 19, 1868	1,120,000 00
October 13, 1868	October 12, 1868	1,280,000 00
October 28, 1868	October 26, 1868	640,000 00
November 5, 1868	November 3, 1868	640,000 00
November 12, 1868	November 11, 1868	640,000 00
December 5, 1868	December 5, 1868	640,000 00
December 7, 1868	December 7, 1868	640,000 00
December 30, 1868	December 29, 1868	640,000 00
January 15, 1869	January 13, 1869	640,000 00
January 29, 1869	January 28, 1869	640,000 00
February 17, 1869	February 17, 1869	640,000 00
March 2, 1869	February 17, 1869	1,066,000 00
March 3, 1869	March 2, 1869	1,333,000 00
May 28, 1869	May 27, 1869	1,786,000 00
July 15, 1869	May 27, 1869	1,314,000 00
July 15, 1869	July 15, 1869	268,000 00
December 31, 1869	July 16, 1869	1,510,000 00
January 2, 1872	November 28, 1868	4,120 00
		$25,885,120 00

UNITED STATES SIX PER CENT. CURRENCY BONDS ISSUED TO WESTERN PACIFIC RAILROAD COMPANY.

Date Issued.	Interest Commences.	Amount.
January 24, 1867	January 26, 1867	$320,000 00
September 1, 1869	September 3, 1869	320,000 00
October 29, 1869	October 28, 1869	1,008,000 00
January 27, 1870	January 22, 1870	322,000 00
January 8, 1872	January 22, 1872	560 00
		$1,970,560 00

Central Pacific bonds—amount	$25,885,120 00
Proceeds of sale	25,933,436 22
Premium	48,436 22
($120 unsold. Premium received was credited to construction account.)	
Western Pacific bonds—amount	1,970,560 00
Proceeds of sale	2,056,398 73
Premium	85,838 73
(Premium received was credited to permanent investment account.)	

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line and Branches.	From—	To—	Length of Track December 31, 1877.							
			Roadway—All Single Track. (a)			Sidings.		Track and Sidings.		
			Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
Main line without State	State line	Terminus	490.1250	108.2450	598.3700	55.6104	0.0000	545.7354	108.2450	653.9804
Main line within State	Oakland Wharf	State line	105.4759	168.2310	273.7069	86.5790	0.0000	192.0549	168 2310	360.2859
Oregon Branch	Roseville	Redding	149.9987	2.2218	152.2205	18.4728	0.0000	168.4715	2.2218	170.6933
Visalia Branch	Lathrop	Goshen	143.6004	2.4792	146.0796	9.0822	0.0000	152.6826	2.4792	155.1618
San José Branch	Niles	San José	16.7594	0.7769	17.5363	0.9813	0.0000	17.7407	0.7769	18.5176
Oakland Branch	Oakland Wharf	Brooklyn	0.0000	5.6598	5.6598	0.0335	0.0000	0.0335	5.6598	5.6933
Alameda Branch	Alameda Wharf	Oakland Point, Melrose, and Fruit Vale	7.0239	2.9403	9.9642	0.6515	0.0000	7.6754	2.9403	10.6157
Total on whole road, December 31st, 1877			912.9833	290.5540	1,203.5373	171.4107	0.0000	1,084.3940	290.5540	1,374.9480
Total on whole road, December 31st, 1876			1,036.3930	166.9592	1,203.3522	164.1926	0.0000	1,200.5856	166.9592	1,367.5448
Total constructed during year			0.1851	0.0000	0.1851	7.2181	0.0000	7.4032	0.0000	7.4032
Total within the State constructed during year			0.1851	0.0000	0.1851	5.4380	0.0000	5.6231	0.0000	5.6231
Total without the State constructed during the year			0.0000	0.0000	0.0000	1.7801	0.0000	1.7801	0.0000	1.7801

(a) Oakland and Alameda Branches run parallel on Seventh Street, Oakland, making double track used interchangeably by both Branches for a distance of 2.1194 miles.

TABLE C—Continued.

	December 31, 1876.								
	Within State.			Without State.			Total.		
	Length in Miles.	Average Weight per Mile.	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile.	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile.	Total Weight, (Tons).
Length of iron rail	1,159.8022	(b)	(b)	1,241.3690	(b)	(b)	2,401.1712	(b)	(b)
Length of steel rail	270.8868	(c)	(c)	63.0316	(c)	(c)	333.9184	(c)	(c)
	December 31, 1877.								
Length of iron rail	1,077.3172	(b)	(b)	1,091.4708	(d)	(d)	2,168.7880		
Length of steel rail	364.6180			216.4900			581.1080	43.8494	25,481.2615
Total length of iron rail laid during the year	(e)11.2462	44.0000	494 8328	(e)3.5602	44.0000	156.6488	(e)14.8064	44.0000	651.4816
Total length of steel rail laid during the year	93.7312	39.6048	3,712.2053	153.4583	43.9984	6,751.9183	247.1895	42.3324	10,464.1236
Of the iron rail, the length of re-rolled iron was	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

(b) Impossible to give exact weight of iron rail; but it is 56 lbs. per yard, as near as can be ascertained.
(c) No record kept of the amount of 50 and 60-lb. steel rail previous to December 31, 1876.
(d) Iron rail without State is 56 lbs. per yard, or 44 tons per mile (of single rail), excepting about six miles near Winnemucca, which is 45 lbs. per yard.
(e) Old iron taken up from main track and re-laid.

TABLE D.

Grants or donations, in bonds or money, from States, counties, towns, corporations, or individuals, not repayable by company.

Character of Bonds.	Interest Payable—By Whom	Total Amount of Bonds or Cash	Disposed of.			Interest Accrued to Company.		Amount held by Company as an Investment	Remarks
			Amount of Bonds.	Cash Realized	Discount	December 31, 1876	During Year		
San Francisco County bonds*	San Francisco County	$400,000 00	$400,000 00	$321,752 75	$78,247 25	$27,685 00	0	0	The total amount received from sales of these bonds, and the interest accrued to the company, has been credited to construction account.
San Francisco County bonds†	San Francisco County	250,000 00	250,000 00	175,000 00	75,000 00	0	0	0	

* The above four hundred bonds were issued to the Central Pacific Railroad Company as a compromise of a claim of the company against the City and County of San Francisco, but were not a donation.

† The above two hundred and fifty bonds were issued to the Western Pacific Railroad Company under same circumstances as the four hundred bonds were issued to the Central Pacific.

TABLE C—Continued.

	December 31, 1876.								
	Within State.			Without State.			Total.		
	Length in Miles.	Average Weight per Mile.	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile.	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile.	Total Weight, (Tons).
Length of iron rail	1,159.8022	(b)	(b)	1,241.3690	(b)	(b)	2,401.1712	(b)	(b)
Length of steel rail	270.8868	(c)	(c)	63.0316	(c)	(c)	333.9184	(c)	(c)
	December 31, 1877.								
Length of iron rail	1,077.3172	(b)	(b)	1,091.4708	(d)	(d)	2,168.7880		
Length of steel rail	364.6180			216.4900			581.1080	43.8494	25,481.2615
Total length of iron rail laid during the year	(e)11.2462	44.0000	494 8328	(e)3.5602	44.0000	156.6488	(e)14.8064	44.0000	651.4816
Total length of steel rail laid during the year	93.7312	39.6048	3,712.2053	153.4583	43.9984	6,751.9183	247.1895	42.3324	10,464.1236
Of the iron rail, the length of re-rolled iron was	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

(b) Impossible to give exact weight of iron rail; but it is 56 lbs. per yard, as near as can be ascertained.
(c) No record kept of the amount of 50 and 60-lb. steel rail previous to December 31, 1876.
(d) Iron rail without State is 56 lbs. per yard, or 44 tons per mile (of single rail), excepting about six miles near Winnemucca, which is 45 lbs. per yard.
(e) Old iron taken up from main track and re-laid.

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Grants or donations, in bonds or money, from States, counties, towns, corporations, or individuals, not repayable by company.

Character of Bonds.	Interest Payable—By Whom	Total Amount of Bonds or Cash	Disposed of.			Interest Accrued to Company.		Amount held by Company as an Investment	Remarks
			Amount of Bonds.	Cash Realized	Discount	December 31, 1876	During Year		
San Francisco County bonds*	San Francisco County	$400,000 00	$400,000 00	$321,752 75	$78,247 25	$27,685 00	0	0	The total amount received from sales of these bonds, and the interest accrued to the company, has been credited to construction account.
San Francisco County bonds†	San Francisco County	250,000 00	250,000 00	175,000 00	75,000 00	0	0	0	

* The above four hundred bonds were issued to the Central Pacific Railroad Company as a compromise of a claim of the company against the City and County of San Francisco, but were not a donation.

† The above two hundred and fifty bonds were issued to the Western Pacific Railroad Company under same circumstances as the four hundred bonds were issued to the Central Pacific.

TABLE E.

Other aids or grants, from the United States, States, counties, corporations, or individuals. Lands granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.	Number of Acres.			Estimated Value.	
			Total.	Less Reserved by Government.	Net Total.	Per Acre.	Total.
Central Pacific	12,800	742	9,467,600	1,500,000	7,997,600	$2 50	$19,994,000 00
Western Pacific *	12,800	123.38	1,579,264	1,153,264	426,000	2 50	1,065,000 00
California and Oregon	12,800	291	3,724,800		3,724,800	2 50	9,312,000 00
Totals					12,148,400		$30,371,000 00

* The Western Pacific Railroad Company had disposed of its lands prior to its consolidation with this company.

Lands or property including right of way donated by States, counties, towns, corporations, or individuals, stating in detail the amount of land granted for right of way, for stations, for shops, for store-houses, etc.

By Whom Donated	Description of Property.	Assessed.	Proceeds, if Sold.
Sacramento City	20 60-100 acres in slough in Sacramento City	$45,000 00	$0 00
State of California	One-half interest in Mission Bay lands, San Francisco	290,400 00	0 00
Oakland Water Front Company	Land, Oakland water front	5,000 00	0 00

MEM.—No donations of lands or property other than those specified above in Tables D and E have ever been made to the company, except lands for right of way, stations, shops, and store-houses. In most instances the right of way and lands for stations, etc., were procured by the contractors under their contracts.

Bonds whereof principal is payable by company—interest by State or other parties.

Character of	Central Pacific.
Date when issued	July 1st, 1864.
Date when due	July 1st, 1884.
Amount	$1,500,000 00
Interest—rate	7 per cent.
Interest—by whom payable	State of California.

TABLE F. SALES OF LANDS GRANTED BY UNITED STATES GOVERNMENT.

Total sales and accrued interest, in currency and coin.

	Acres Sold.	Average Price per Acre.	Amount.		
			Principal.	Interest Accrued.	Total.
Lands leased prior to December 31st, 1876			$500 00		$500 00
Lands sold prior to December 31st, 1876	448,662.54	$4 53 8-11	2,036,002 03	$387,498 52	2,423,500 55
Timber and stumpage prior to December 31st, 1876			30,751 41		30,751 41
Total to December 31st, 1876			$2,067,253 44	$387,498 52	$2,454,751 96
Lands sold since December 31st, 1876	92,647.35	$12 98 1-3	1,203,870 14	149,520 10	1,353,390 24
Lands leased since December 31st, 1876			125 00		125 00
Timber and stumpage since December 31st, 1876			9,929 50		9,929 50
Total to December 31st, 1877	541,309.89	$5 98 14-27	$3,281,178 08	$537,018 62	$3,818,196 70
During year	92,647.35		$1,213,924 64	$149,520 10	$1,363,444 74

Amounts paid and due on sales above stated—currency and coin.

	Amount Due.			Amount Paid.		
	Principal.	Accrued Interest.	Total.	Principal.	Interest.	Total.
To December 31st, 1876	$836,190 25	$3,997 13	$840,187 38	$1,199,811 78	$383,501 39	$1,614,564 58
Timber, stumpage, and leased				31,251 41		
To December 31st, 1877	1,507,854 13	8,811 40	1,516,665 53	1,732,018 04	528,207 22	2,301,531 17
Timber, stumpage, and leased				41,305 91		
During year	$671,663 88	$4,814 27	$676,478 15	$542,260 76	$144,705 83	$686,966 59

TABLE F—Continued.

Net cash receipts in coin, deducting discount on currency and expenses.

	Currency and Coin.	Less Expenses.	Net Coin Receipts.
To December 31st, 1877—From lands previous to trust mortgage	$406,547 29	$420,157 59	
To December 31st, 1877—From lands since trust mortgage	1,894,983 88	* 925 24	$1,894,058 64
Totals	$2,301,531 17	$421,082 83	

* Discount on currency.

Application of amount placed in hands of Trustees for redemption of bonds (to be stated in coin).

	Bonds Redeemed.			Total Received by Trustees.	Balance on Hand.	Discount or Premium on Bonds Redeemed.
	Number.	Amount.	Cost.			
To December 31st, 1877	1,136	$1,136,000 00	$1,038,015 83	$1,894,058 64	$856,042 81	$97,984 17

Cash from sales previous to trust mortgage not placed in hands of Trustees		$406,547 29
Expenses to date		420,157 59
Patents received to December 31st, 1876—number of acres	Including patents to Western Pacific Railroad Company—acres	1,448,719.62
	Excluding patents to Western Pacific Railroad Company—acres	1,022,913.35
Patents received to December 31st, 1877—number of acres	Including patents to Western Pacific Railroad Company—acres	1,660,020.17
	Excluding patents to Western Pacific Railroad Company—acres	1,234,059.27
Number of purchasers to December 31st, 1877, excluding purchasers of Western Pacific Railroad Company lands		2,433
Average number of acres sold to each		222 13-27

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Leland Stanford, President of the Central Pacific Railroad Company, and E. H. Miller, Jr., Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing thirty-eight (38) pages, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed): LELAND STANFORD,
E. H. MILLER, JR.

Subscribed and sworn to before me, this 27th day of June, 1878.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

LOS ANGELES AND INDEPENDENCE RAILROAD COMPANY.

Returns of the Los Angeles and Independence Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles Crocker, President	San Francisco, California.
F. S. Douty, Secretary	San Francisco, California.
David D. Colton	San Francisco, California.
J. L. Willcutt	San Francisco, California.
E. L. Sullivan	San Francisco, California.
Grattan Perry *	San Francisco, California.

* Mr. Perry has resigned, but his successor has not yet been elected.

BUSINESS ADDRESS OF THE COMPANY:

San Francisco ..... California.

The Los Angeles and Independence Railroad Company was incorporated January 4th, 1875.

CAPITAL STOCK.

1.	Capital stock authorized by charter *	$4,000,000 00
2.	Capital stock authorized by votes of company	4,000,000 00
3.	Capital stock issued (number of shares, 5,025); amount paid in	502,500 00
4.	Capital stock paid in on shares not issued (number of shares, 0)	0 00
5.	Total amount paid in as per books of the company	502,500 00
6.	Amount of capital stock issued but not full paid	0 00
7.	Amount per share still due thereon	0 00
8.	Par value of shares issued	100 00
9.	Total number of stockholders 8	
10.	Number of stockholders in California 7	
11.	Amount of stock held in California (25 shares)	2,500 00

* By original articles of incorporation.

DEBT.

12.	Funded debt, as follows	No funded debt.
14.	Unfunded debt:	
	All other debts, current credit balances, etc.	$2,160 96
15.	Total amount of unfunded debt	$2,160 96
16.	Total gross debt liabilities	$2,160 96
17.	Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets	0 00
18.	Total net debt liabilities	$2,160 96
19.	Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each	0 00
20.	Amount of claims against the company which for any reason have not been entered upon the books	0 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1876.	To December 31, 1877.
1. Grading and masonry	$327,397 66	$356,802 78
2. Bridging		
3. Superstructure, including rails		
4. Land	----------	6,032 00
Land damages	----------	0 00
Fences		
5. Passenger and freight stations		
6. Engine houses, car sheds, and turn-tables		
7. Machine shops, including machinery and tools		
8. Interest		
9. Engineering		
Agencies, salaries, and other expenses during construction:		
Wharves	60,089 45	60,140 08
11. Total cost of construction	$387,487 11	$422,974 86

Equipment.

	Number.	To December 31, 1876. Cost.	Number.	To December 31, 1877. Cost.
12. Locomotives	2	$85,348 14	2	$91,644 05
14. Parlor cars	1		1	
16. Passenger cars	3		3	
Baggage cars and smoker combined	1		1	
17. Freight cars	37		78	
18. Total for equipment	----	$85,348 14	----	$91,644 05

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands	None.
20. Stock of other roads	None.
21. Bonds of other roads	None.
22. Other securities	None.
23. Steamboat property	None.
24. Investments in transportation lines	None.
25. Other property purchased	None.
26. Total for property purchased, etc.	0 00
27. Whole amount of permanent investments	$514,618 91
28. Property in California	514,618 91
29. Amount of supplies and materials on hand	0 00
30. Cash and cash assets	0 00
31. Total property and assets of the company	514,618 91
32. Sinking and contingent funds	0 00

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	$29,405 12
2. Bridging	
3. Superstructure, including rails	
4. Land	6,032 00
8. Engineering, agencies, salaries, and other expenses during construction:	
Wharves	50 63
14. Freight and other cars—(number, 41)	*6,295 91
16. Subscriptions or loans to other roads, specifying same	0 00
17. Any other expenditures charged to property account, specifying same	0 00
18. Total	$41,783 66

*The expenditure for cars is simply the cost of labor in "setting them up," they having been purchased in the East some time ago, and shipped here "knocked down." Original cost is included in amount of cost of equipment, December 31st, 1876.

19. Property sold and credited to property account during the year, specifying same	0 00
20. Net addition to property account for the year	$41,783 66

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$8,483 80
2. Derived from passengers from and to other roads, over roads operated by this company	
3. Derived from other roads as tolls for use of passenger cars	0 00
4. Derived from other sources belonging to passenger department	
5. Derived from express and extra baggage	
6. Derived from mails	
7. Total earnings from passenger department to June 3d, 1877	$8,483 80
8. Derived from local freight on roads operated by this company	$4,320 81
9. Derived from other roads as tolls or for use of freight cars	0 00
10. Derived from freight from and to other roads on joint tariff	
11. Derived from other sources belonging to freight department	
12. Total earnings from freight department to June 3d, 1877	$4,320 81
13. Derived from rents for use of road and equipment when leased:	
Miscellaneous receipts to June 3d, 1877	$441 80
Rental from June 3d, 1877, to December 31st, 1877	15,525 00
14. Total transportation earnings	$28,771 41
15. Earnings per mile of road operated	Road leased by Central Pacific Railroad Company from June 3d, 1877.
16. Per train mile (total passenger and freight)	
17. Income derived from rent of property, other than road and equipment, specifying same	0 00
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same	0 00
19. Total income derived from all sources	$28,771 41

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	$3,374 41
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Operating and general expense	*15,498 65
5. Total	$18,873 06
Class II—Maintenance of way and buildings, and movement expenses	Operated under lease by Central Pacific Railroad Company, from June 3d, 1877. Books do not show these items in detail prior to that date.
Class III—Passenger traffic expenses	
Class IV—Freight traffic expenses	
13. Total expenses	$18,873 06

* This expense is not shown in detail in the books or accounts in the possession of the Secretary. The expense was incurred previous to June 4th, 1877, at which time the road was leased to the Central Pacific Railroad Company, and the above is the best information that can be obtained.

NET INCOME, DIVIDENDS, ETC.

1. Total net income	$9,898 35
2. Percentage of same to capital stock and net debt	1.96 per cent.
3. Percentage of same to total property and assets	1.92 per cent.
4. Interest accrued during the year	0 00
5. Dividends declared 0 per cent. for the year; amount	0 00
6. Date of last dividend declared	None.

7.	Balance for the year, or surplus	$9,898 35
8.	Surplus at commencement of the year $3,208 14	
	Deduct entries made in profit and loss account during the year, not included in the foregoing statement 3,148 54	
9.	Surplus at commencement of the year, as changed by aforesaid entries	59 60
10.	Total surplus December 31st, 1877	9,957 95
11.	Paid to sinking funds in hands of Trustees	0 00

Earnings, expenses, net earnings, etc., of passenger department } Operated by Central Pacific Railroad Company under lease.
Receipts, expenses, net earnings, etc., of freight department }

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

	December 31, 1876.	December 31, 1877.
Debits.		
Cost of road	$387,487 11	$422,974 86
Cost of equipment	85,348 14	91,644 05
Total	$472,835 25	$514,618 91
Credits.		
Capital stock		$502,500 00
Other debts, specifying same:		
Balance of current accounts	$472,835 25	2,160 96
Profit and loss (profit, if any)		9,957 95
Total	$472,835 25	$514,618 91

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1877.

	Debits.	Credits.
Balance brought forward		$3,208 14
Earnings, January 1st, 1877, to June 3d, 1877		13,246 41
Rent, June 4th, 1877, to December 31st, 1877		15,525 00
Operating expenses, January 1st, 1877, to June 3d, 1877	$15,494 65	
Discount on silver	398 75	
Supplies, balance unaccounted for	2,749 79	
General expenses	4 00	
Taxes	3,374 41	
Balance carried down	9,957 95	
Total	$31,979 55	$31,979 55
By balance		9,957 95

DESCRIPTION OF ROAD.

1.	Date when the road or portions thereof were opened for public use:	
	From Santa Monica to Los Angeles	December, 1875.
2.	Length of main line of road from Los Angeles to Santa Monica	17.0104 miles.
	Length of main line in California	17.0104 miles.
	Length of main line in other States	0.0000 miles.
3.	Length of line with track laid, if road is not completed	Completed.
4.	Length of double track on main line	0.0000 miles.
5.	Branches owned by the company	None.
10.	Total length of road belonging to this company	17.0104 miles.
11.	Aggregate length of siding and other tracks not enumerated above	1.6852 miles.
12.	Same in California	1.6852 miles.
13.	Aggregate length of track belonging to this company computed as single track	18.6956 miles.
14.	Same in California	18.6956 miles.
15.	Total lengths of steel rail in tracks belonging to this company, not including steel top rail	0.0000 miles.
16.	Number of spans of bridges of twenty-five feet and upwards	0
17.	Number of iron bridges	0
18.	Number of wooden bridges, (aggregate length, 2,520 feet)	7

Bridges built within the year in California	None built.
19. Number of crossings of highways at grade	11
20. Number of crossings of highways over railroad	0
21. Number of crossings of highways under railroad	0
22. Number of highway bridges eighteen feet above track	0
23. Number of highway bridges less than eighteen feet above track	0
24. Number of highway crossings at which gates or flagmen are maintained	0
25. Number of highway crossings at which electric signals are maintained	0
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	11
27. Number of railroad crossings at grade, specifying each	One street railroad crossing at Los Angeles.
28. Number of railroad crossings over other roads, specifying same	0
29. Number of railroad crossings under other railroads, specifying each	0
30. Roads belonging to other companies operated by this company under lease or contract	None.
34. Total miles of road operated by this company	
35. Total miles of road operated by this company in California	
36. Number of stations on all roads operated by this company	
37. Number of stations on all roads owned by this company	11
38. Same in California	11
39. Miles of telegraph line operated by this company	*
40. Miles of telegraph owned by this company	16.67
41. Number of telegraph offices in company stations	2
42. Number of telegraph stations operated by this company	
43. Number of telegraph stations operated jointly by railroad and telegraph companies	

* Leased by Central Pacific Railroad Company.

ROLLING STOCK.

	Number.	Average Weight, (Pounds).
1. Locomotives	2	
Average weight of engines in working order		60,000
Maximum weight of engines in working order		60,000
2. Tenders	2	
Average weight of tenders full of fuel and water		25,000
Maximum weight of tenders full of fuel and water		30,000
Average joint weight of engines and tenders		85,000
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 41 6-12 feet.		
4. Total length of heaviest engine and tender over all, 49 8-12 feet.		
5. Snow plows	0	
6. Passenger cars	3	
Average weight		37,250
Maximum weight		37,250
7. Mail and baggage cars	1	36,000
8. Eight-wheel box freight cars	16	19,000
9. Four-wheel box freight cars	0	
10. Eight-wheel platform cars	62	15,000
11. Four-wheel platform cars	0	
12. Other cars:		
Track cars	10	
Coal and gravel	0	
13. Total market value*—cost, $91,644 05.		

* No market value can be absolutely given.

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	78
15. Number of locomotives equipped with train brakes	2
Kind of brake	Vacuum.
16. Number of cars equipped with train brakes	4
Kind of brake	Vacuum.
17. Number of passenger cars with Miller platform and buffer	None.

Mileage, trafic, etc.: (Operated by Central Pacific Railroad Company, under lease.)

Statement of each accident in California: (Operated under lease, by Central Pacific Railroad Company.)

TABLE A.

Funded debt ..... None.

TABLE B.

United States Government bonds issued to the company ..... None.

TABLE C.

Length in Miles of Road and Tracks (single and double), Owned by the Company.

Main line—All within State.		Length of Track, December 31, 1877.							
		Length of Roadway—All Single Track.			Sidings.		Track and Sidings.		
From—	To—	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
Los Angeles	Santa Monica	17.0104	0.0000	17.0104	1.6852	0.0000	18.6956	0.0000	18.6956
Total on whole road, December 31st, 1877		17.0104	0.0000	17.0104	1.6852	0.0000	18.6956	0.0000	18.6956
Total on whole road, December 31st, 1876		16.4578	0.0000	16.4578	1.6852	0.0000	18.1430	0.0000	18.1430
Total constructed during year		0.5526	0.0000	0.5526	0.0000	0.0000	0.5526	0.0000	0.5526
Total within the State constructed during year		0.5526	0.0000	0.5526	0.0000	0.0000	0.5526	0.0000	0.5526

	December 31, 1876—All within State.			December 31, 1877—All within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	36.2860	39.2857	1,425.5209	37.3912	39.2857	1,468.9394
Length of steel rail	0.0000	----------	----------	0.0000	----------	----------
Total length of iron rail laid during the year	----------	----------	----------	1.1052	39.2857	43.4185
Total length of steel rail laid during the year	----------	----------	----------	0.0000	----------	----------
Of the iron rail, the length of re-rolled iron was	----------	----------	----------	0.0000	----------	----------

TABLE D.

Grants or donations, in bonds or money, from States, counties, towns, corporations, or individuals, not repayable by company ..... None.

TABLE E.

Other aids or grants from the United States, States, counties, corporations, or individuals ..... None.

TABLE F.

Sales of lands granted by the United States Government ..... None.

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

F. S. Douty, Secretary of the Los Angeles and Independence Railroad Company, being duly sworn, deposes and says: that the statements, tables, and answers contained in the foregoing twenty-three sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877. And affiant further deposes and says, that the President of the said railroad company is absent, and that affiant being the only remaining executive officer of said company, has therefore made this affidavit, and further saith not.

(Signed): F. S. DOUTY.

Subscribed and sworn to before me, this 26th day of June, 1878.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

LOS ANGELES AND SAN DIEGO RAILROAD COMPANY.

Returns of the Los Angeles and San Diego Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, Director	San Francisco.
Chas. Crocker, Director	San Francisco.
David D. Colton, Director	San Francisco.
Mark Hopkins, Director	San Francisco.
B. B. Redding, Director	San Francisco.
B. B. Redding, President	San Francisco.
Chas. Crocker, Vice-President	San Francisco.
Mark Hopkins, Treasurer	San Francisco.
J. L. Willcutt, Secretary	Oakland.
Geo. E. Gray, Chief Engineer	San Francisco.
A. N. Towne, Superintendent	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Los Angeles and San Diego Railroad Company ..... San Francisco.

The Los Angeles and San Diego Railroad Company was incorporated October 10th, 1876.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$5,600,000 00
3. Capital stock issued (number of shares 0); amount paid in		0 00
4. Capital stock paid in on shares not issued (number of shares 1,400)		14,000 00
5. Total amount paid in as per books of the company		14,000 00
6. Amount of capital stock issued but not full paid		0 00
7. Amount per share still due thereon		0 00
8. Par value of shares issued		100 00
9. Total number of stockholders	8	
10. Number of stockholders in California	7	
11. Amount of stock held in California		1,300 00

* By original articles of incorporation.

DEBT.

12. Funded debt		$0 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		52 05
All other debts, current credit balances, etc.		0 00
15. Total amount of unfunded debt		$52 05
16. Total gross debt liabilities		$52 05
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand		14,000 00
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each		0 00
20. Amount of claims against the company which for any reason have not been entered upon the books		0 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1876.	To December 31, 1877.
1. Grading and masonry		
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		
6. Engine houses, car sheds, and turn-tables		
7. Machine shops, including machinery and tools		
8. Interest		
9. Engineering		
Agencies, salaries, and other expenses during construction:		
Organization expenses, etc.	$11 25	$52 05
11. Total cost of construction	$11 25	$52 05

Equipment* ----------

* No payment has yet been made by the company to the builders of the road.

PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN FOREGOING ACCOUNT.

19. Lands	$0 00
20. Stock of other roads	0 00
21. Bonds of other roads	0 00
22. Other securities	0 00
23. Steamboat property	0 00
24. Investments in transportation lines	0 00
25. Other property purchased	0 00
26. Total for property purchased, etc.	0 00
27. Whole amount of permanent investments	52 05
28. Property in California	52 05
29. Amount of supplies and materials on hand	0 00
30. Cash and cash assets	14,000 00
31. Total property and assets of the company	14,052 05
32. Sinking and contingent funds	0 00

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	
2. Bridging	
3. Superstructure, including rails	
4. Land	
Land damages	$0 00
Fences	
5. Passenger and freight stations	
Wood sheds and water stations	
6. Engine houses, car sheds, and turn-tables	
7. Machine shops	
8. Engineering, agencies, salaries, and other expenses during construction:	
Organization expenses, etc.	40 80
9. Locomotives	
10. Snow plows on wheels	
11. Parlor cars	
12. Sleeping cars	0 00
13. Passenger, mail, and baggage cars	
14. Freight and other cars	
15. Purchase of other roads, specifying what	
16. Subscriptions or loans to other roads, specifying same	0 00
17. Any other expenditures charged to property account, specifying same	0 00
18. Total	$40 80
19. Property sold and credited to property account during the year, specifying same	0 00

20. Net addition to property account for the year $40 80

Revenue for the year	Operated by Central Pacific Railroad Company, and included in its report.
Expenses for operating the road for the year	
Net income, dividends, etc.	
Earnings, expenses, net earnings, etc., of passenger department	
Earnings, expenses, net earnings, etc., of freight department	

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

	December 31, 1876.	December 31, 1877.
Debits.		
Cost of road	$11 25	$52 05
Cost of equipment	0 00	0 00
Other investments	0 00	0 00
Supplies and materials on hand	0 00	0 00
Sinking funds in hands of Trustees	0 00	0 00
Cash, cash assets, and other items, specifying same	14,000 00	14,000 00
Total	$14,011 25	$14,052 05
Credits.		
Capital stock	$14,000 00	$14,000 00
Other debts, specifying same:		
Southern Pacific Railroad Company	11 25	52 05
Total	$14,011 25	$14,052 05

Profit and loss account for the year ending December 31st, 1877 ..... No entries made.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Florence to Nietos	April 15th, 1874.
From Nietos to Anaheim	Jan. 14th, 1875.
From Anaheim to Santa Ana	Dec. 17th, 1877.
2. Length of main line of road from Florence to Santa Ana	27.82 miles.
Length of main line in California	27.82 miles.
Length of main line in other States	0.00 miles.
3. Length of line with track laid, if road is not completed	0.00 miles.
4. Length of double track on main line	0.00 miles.
5. Branches owned by the company	None.
10. Total length of road belonging to this company	27.82 miles.
11. Aggregate length of siding and other tracks not enumerated above	1.69 miles.
12. Same in California	1.69 miles.
13. Aggregate length of track belonging to this company computed as single track	29.51 miles.
14. Same in California	29.51 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	0.00 miles.
16. Number of spans of bridges of twenty-five feet and upwards	0
17. Number of iron bridges	
18. Number of wooden bridges	
Bridges built within the year in California	None.
19. Number of crossings of highways at grade	37
20. Number of crossings of highways over railroad	0
21. Number of crossings of highways under railroad	
22. Number of highway bridges eighteen feet above track	
23. Number of highway bridges less than eighteen feet above track	
24. Number of highway crossings at which gates or flagmen are maintained	
25. Number of highway crossings at which electric signals are maintained	
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	37
27. Number of railroad crossings at grade, specifying each	0
28. Number of railroad crossings over other roads, specifying same	
29. Number of railroad crossings under other railroads, specifying each	
30. Roads belonging to other companies, operated by this company under lease or contract	0

34. Total miles of road operated by this company	None.
35. Total miles of road operated by this company in California	None.
36. Number of stations on all roads operated by this company	None.
37. Number of stations on all roads owned by this company	7
38. Same in California	7
39. Miles of telegraph on line of road operated by this company	0
40. Miles of telegraph owned by this company	27.82 miles.
41. Number of telegraph offices in company stations	4
42. Number of telegraph stations operated by this company	0
43. Number of telegraph stations operated jointly by railroad and telegraph companies	4
Rolling stock	None.
Mileage, traffic, etc.	Operated by Central Pacific Railroad Company, and included in its report.
List of accidents in California	None, or if any reported by Central Pacific Railroad Company.

TABLE A.

Funded debt	None.

TABLE B.

United States Government bonds issued to company	None.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main line—All within State.		Length of Track December 31, 1877.							
		Roadway—All Single Track.			Sidings.		Track and Sidings.		
From—	To—	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
Florence	Santa Ana	27.82	0.00	27.82	1.69	0.00	29.51	0.00	29.51
Total on whole road, December 31st, 1877		27.82	0.00	27.82	1.69	0.00	29.51	0.00	29.51
Total on whole road, December 31st, 1876		20.90	0.00	20.90	1.42	0.00	22.32	0.00	22.32
Total constructed during year—all within State		6.92	0.00	6.92	0.27	0.00	7.19	0.00	7.19

	December 31, 1876—All within State.			December 31, 1877—All within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	44.64	44.00	1,964.16	59.02	44.00	2,596.88
Length of steel rail	0.00			0.00		
Total length of iron rail laid during year				14.38	44.00	632.72
Total length of steel rail laid during year				0.00		
Of the iron rail, the length of re-rolled iron was				0.00		

TABLE D.

Grants or donations, in bonds or money, from States, counties, towns, corporations, or individuals, not repayable by company	None.

TABLE E.

Other aids or grants, from the United States, States, counties, corporations, or individuals	None.

TABLE F.

Sales of lands granted by United States Government	None.

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

B. B. Redding, President of the Los Angeles and San Diego Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing thirty-eight (38) pages have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed): B. B. REDDING,
J. L. WILLCUTT.

Subscribed and sworn to before me, this 28th day of June, 1878.

CHAS. J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

NORTHERN RAILWAY COMPANY.

Returns of the Northern Railway Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, Director	San Francisco.
Charles Crocker, Director	San Francisco.
Mark Hopkins, Director	San Francisco.
D. D. Colton, Director	San Francisco.
C. P. Huntington, Director	New York.
Leland Stanford, President	San Francisco.
C. P. Huntington, Vice-President	New York.
Mark Hopkins, Treasurer	San Francisco.
J. O'B. Gunn, Secretary	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

San Francisco ..... California.

The Northern Railway Company was incorporated July 19th, 1871.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$8,400,000 00
2. Capital stock authorized by votes of company		8,400,000 00
3. Capital stock issued (number of shares, 27,981); amount paid in		2,798,100 00
4. Capital stock paid in on shares not issued (number of shares, 2,105)		21,050 00
5. Total amount paid in as per books of the company		2,819,150 00
6. Amount of capital stock issued but not full paid		0 00
7. Amount per share still due thereon		0 00
8. Par value of shares issued		100 00
9. Total number of stockholders	13	
10. Number of stockholders in California	12	
11. Amount of stock held in California		2,812,350 00

*By original articles of incorporation.

DEBT.

12. Funded debt		$0 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		1,392,500 00
All other debts, current credit balances, etc.		0 00
15. Total amount of unfunded debt		$1,392,500 00
16. Total gross debt liabilities		$1,392,500 00
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$21,050 00	
Materials and supplies on hand	0 00	
Sinking funds	0 00	
Other securities and debt balances	18,710 96	
		39,760 96
18. Total net debt liabilities		$1,352,739 04
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each		0 00
20. Amount of claims against the company which for any reason have not been entered upon the books*		

* Rate of interest on indebtedness is unsettled. Road is still under construction, and settlement has not yet been made with contractors.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1876.	To December 31, 1877.
1. Grading and masonry		
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations	* $53,507 73	$4,264,100 00
6. Engine houses, car sheds, and turn-tables		
7. Machine shops, including machinery and tools		
8. Interest		
9. Engineering		
Agencies, salaries, and other expenses during construction		
11. Total cost of construction	$53,507 73	$4,264,100 00

* Not segregated.

Equipment	None.
19. Lands	
20. Stock of other roads	
21. Bonds of other roads	
22. Other securities	None.
23. Steamboat property	
24. Investments in transportation lines	
25. Other property purchased	
26. Total for property purchased, etc.	$0 00
27. Whole amount of permanent investments	4,264,100 00
28. Property in California	4,264,100 00
29. Amount of supplies and materials on hand	0 00
30. Cash and cash assets	39,760 96
31. Total property and assets of the company	$4,303,860 96
32. Sinking and contingent funds	0 00

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry		
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences	* $4,210,592 27	
5. Passenger and freight stations		
Wood sheds and water stations		
6. Engine houses, car sheds, and turn-tables		
7. Machine shops		
8. Engineering, agencies, salaries, and other expenses during construction		
9. Locomotives		
10. Snow plows on wheels		
11. Parlor cars		
12. Sleeping cars	0 00	
13. Passenger, mail, and baggage cars		
14. Freight and other cars		
15. Purchase of other roads, specifying what		
16. Subscriptions or loans to other roads, specifying same	0 00	
17. Any other expenditures charged to property account, specifying same	0 00	
18. Total	$4,210,592 27	
19. Property sold and credited to property account during the year, specifying same	0 00	
20. Net addition to property account for the year	$4,210,592 27	

* Not segregated.

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	Operated by Central Pacific Railroad Company.	
2. Derived from passengers from and to other roads over roads operated by this company		
3. Derived from other roads as tolls for use of passenger cars		
4. Derived from other sources belonging to passenger department		
5. Derived from express and extra baggage		
6. Derived from mails		
7. Total earnings from passenger department		
8. Derived from local freight on roads operated by this company		
9. Derived from other roads as tolls or for use of freight cars		
10. Derived from freight from and to other roads on joint tariff		
11. Derived from other sources belonging to freight department		
12. Total earnings from freight department		
13. Derived from rents for use of road and equipment when leased		$65,685 00
(Leased to Central Pacific Railroad Company.)		
17. Income derived from rent of property, other than road and equipment, specifying same		0 00
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same		0 00
19. Total income derived from all sources		$65,685 00

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	Paid by Central Pacific Railroad Company, lessees.	
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:		
Office and general expenses		$2,874 04
3. Insurance premiums and losses by fire, and damages for fires set by engines	Paid by lessees.	
4. Telegraph expenses		
5. Total		$2,874 04
Class II—Maintenance of way and buildings, and movement expenses	Road operated by Central Pacific Railroad Company, lessees, and these expenses borne by them.	
Class III—Passenger traffic expenses		
Class IV—Freight traffic expenses		

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$62,810 96
2. Percentage of same to capital stock and net debt		.0150
3. Percentage of same to total property and assets		.0146
4. Interest accrued during the year:		
On funded debt		No bonds issued.
On other debt		Unsettled.
Total		0 00
5. Dividends declared		None.
6. Date of last dividend declared		None.
7. Balance for the year, or surplus, unsettled		$62,810 96
8. Surplus at commencement of the year	$29,400 00	
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	0 00	
9. Surplus at commencement of the year, as changed by aforesaid entries		29,400 00
10. Total surplus December 31st, 1877, unsettled		*92,210 96
11. Paid to sinking funds in hands of Trustees		0 00
Earnings, expenses, net earnings, etc., of passenger department	Operated by Central Pacific Railroad Company.	
Receipts, expenses, net earnings, etc., of freight department		

* This surplus of $92,210 96 will hereafter be charged with interest upon debt for construction, which commences July 1st, 1876.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

	December 31, 1876.	December 31, 1877.
Debits.		
Cost of road	$53,507 73	$4,264,100 00
Cash, cash assets, and other items, specifying same:		
Stockholders' unpaid subscriptions	189,450 00	189,450 00
Cash	21,050 00	21,050 00
Balances due company, current accounts	29,400 00	18,710 96
Total	$293,407 73	$4,493,310 96
Credits.		
Capital stock	$210,500 00	$3,008,600 00
Other debts, specifying same:		
Contractors and others, for construction	53,507 73	1,392,500 00
Profit and loss (profit, if any)	29,400 00	92,210 96
Total	$293,407 73	$4,493,310 96

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1877.

	Debits.	Credits.
Balance from December 31st, 1876		$29,400 00
Rent of road for year 1877		65,685 00
Expenses, office and general	$2,874 04	
Interest, unadjusted		
Balance carried down	92,210 96	
Total	$95,085 00	$95,085 00
Balance to January 1st, 1878		92,210 96

NOTE.—There yet remains a charge to be made against this account for interest from July 1st, 1876, on the debts.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Woodland to Williams	July 1, 1876.
From West Oakland to Shell Mound	August 16, 1876.
From Shell Mound to Martinez	January 9, 1878.
2. Length of main line of road	Not completed.
From junction with local line Central Pacific Railroad at Oakland Point to end of track near Martinez	30.7633 miles.
From junction with California Pacific Railroad at Fairfield to end of track leading to Benicia	5.3990 miles.
From junction with California Pacific Railroad near Woodland to end of track near Williams	39.1795 miles.
3. Length of line with track laid, if road is not completed	75.3418 miles.
4. Length of double track on main line	0.00
5. Branches owned by the company	None.
10. Total length of road belonging to this company	75.3418 miles.
11. Aggregate length of siding and other tracks not enumerated above	9.0727 miles.
12. Same in California	9.0727 miles.
13. Aggregate length of track belonging to this company computed as single track	84.4145 miles.
14. Same in California	84.4145 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 pounds)	78.0088 miles.
16. Number of spans of bridges of twenty-five feet and upwards	7
17. Number of iron bridges	0
18. Number of wooden bridges, (aggregate length, 10,825 feet)	135

BRIDGES BUILT WITHIN THE YEAR IN CALIFORNIA.

Location.	Kind.	Material.	Length.	When Built.
From West Oakland to Martinez	Trestles on piles	Wood	1,912 feet.	February 1 to September 30.
Benicia to Suisun	Trestles on piles	Wood	4,335 feet.	August 1 to December 31.
El Hambre Creek, at Martinez	Drawbridge	Wood	104 feet.	July.
Cordelia Slough, between Benicia and Suisun	Drawbridge	Wood	104 feet.	

19. Number of crossings of highways at grade	60
20. Number of crossings of highways over railroad	0
21. Number of crossings of highways under railroad	
22. Number of highway bridges eighteen feet above track	
23. Number of highway bridges less than eighteen feet above track	
24. Number of highway crossings at which gates or flagmen are maintained	
25. Number of highway crossings at which electric signals are maintained	
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	60
27. Number of railroad crossings at grade, specifying each	3
(Tramway at Pinole, belonging to B. Fernandez, gauge 3 5-12 feet.)	
(Tramway at Martinez, belonging to Grangers' Association.)	
(Local tracks, Central Pacific Railroad, at intersection of Cedar and Seventh Streets, West Oakland.)	
28. Number of railroad crossings over other roads, specifying same	0
29. Number of railroad crossings under other railroads, specifying each	0
30. Roads belonging to other roads, operated by this road under lease or contract	None.
34. Total miles of road operated by this company	*
35. Total miles of road operated by this company in California	
36. Number of stations on all roads operated by this company	
37. Number of stations on all roads owned by this company	7
38. Same in California	7
39. Miles of telegraph on line of road operated by this company	
40. Miles of telegraph owned by this company	75
41. Number of telegraph offices in company stations	7
42. Number of telegraph stations operated by this company	
43. Number of telegraph stations operated jointly by railroad and telegraph companies	
Rolling stock	This company has no rolling stock of any kind.
Mileage, traffic, etc.	Under control of and operated by Central Pacific Railroad Company, lessees.
Statement of each accident in California	See report of lessees.

* Under charge of the lessees.

TABLE A.

Funded debt	None.

TABLE B.

United States Government bonds issued to the company	None.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line—All within State.

From—	To—	Length of Track December 31, 1877: Railway—All Single Track: Iron.	Railway—All Single Track: Steel.	Railway—All Single Track: Iron and Steel.	Sidings: Iron.	Sidings: Steel.	Track and Sidings: Iron.	Track and Sidings: Steel.	Track and Sidings: Iron and Steel.
Junction with Local Railroad, Oakland	End of track, near Martinez	0.0114	30.7519	30.7633	2.6249	1.6957	2.6363	32.4476	35.0839
Junction with California Pacific Railroad, Fairfield	End of track leading to Benicia	0.0000	5.3990	5.3990	0.0000	0.9827	0.0000	6.3817	6.3817
Junction with California Pacific Railroad, Woodland	End of track, near Williams	0.0000	39.1795	39.1795	3.7694	0.0000	3.7694	39.1795	42.9489
Total on whole road, December 31st, 1877		0.0114	75.3304	75.3418	6.3943	2.6784	6.4057	78.0088	84.4155
Total on whole road, December 31st, 1876		0.0000	44.3090	44.3090	4.5945	0.6492	4.5945	44.9582	49.5527
Total constructed during year—all within State		0.0114	31.0214	31.0328	1.7998	2.0292	1.8112	33.0506	34.8618

	December 31, 1876—All within State. Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).	December 31, 1877—All within State. Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail—56 pounds per yard	9.1890	44.0000	404.3160	12.8114	44.0000	563.7016
Length of steel rail—50 pounds per yard	89.9164	39.2857	3,532.4287	156.0176	39.2857	6,129.2606
Total length of iron rail laid during the year				3.6224	44.0000	159.3856
Total length of steel rail laid during the year				66.1012	39.2857	2,596.8319
Of the iron rail, the length of re-rolled iron was				0.0000		

TABLE D.

Grants or donations, in bonds or money, from States, counties, towns, corporations, or individuals, not repayable by company	None.

TABLE E.

Other aids or grants, from the United States, States, counties, corporations, or individuals	None.

TABLE F.

Sales of lands granted by United States Government	None.

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Leland Stanford, President of the Northern Railway Company, and Jas. O'B. Gunn, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing thirty-eight (38) pages, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed): LELAND STANFORD,
JAS. O'B. GUNN.

Subscribed and sworn to before me, this 27th day of June, 1878.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

PITTSBURG RAILROAD COMPANY.

Returns of the Pittsburg Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Levi Stevens, Director—President ..... Fruit Vale, Alameda County.
Judah Baker, Jr., Director ..... San Francisco.
Samuel Baker, Director—Secretary ..... San Rafael.

BUSINESS ADDRESS OF THE COMPANY.

Pittsburg Railroad Company, office of Stevens, Baker & Company, No. 202 Sacramento Street.

The Pittsburg Railroad Company was incorporated January 23d, 1862.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$50,000 00
2. Capital stock authorized by votes of company		225,000 00
3. Capital stock issued (number of shares, 2,250); amount paid in		225,000 00
4. Capital stock paid in on shares not issued (number of shares, 0)		0 00
5. Total amount paid in as per books of the company		225,000 00
6. Amount of capital stock issued but not full paid		0 00
7. Amount per share still due thereon		0 00
8. Par value of shares issued		100 00
9. Total number of stockholders	52	
10. Number of stockholders in California	3	
11. Amount of stock held in California		320 shares.

* By original articles of incorporation.

DEBT.

12. Funded debt	$0 00
14. Unfunded debt	0 00
16. Total gross debt liabilities	$0 00
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	9,469 14
Materials and supplies on hand	No record.
Sinking funds	0 00
Other securities and debt balances	0 00
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each	0 00
20. Amount of claims against the company which for any reason have not been entered upon the books	None except few small bills which are entered when paid.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1876.	To December 31, 1877.
1. Grading and masonry (no separate record—estimate)	$35,000 00	$35,000 00
2. Bridging (no separate record—estimate)	27,000 00	27,000 00
3. Superstructure, including rails (no separate record—estimate)	51,000 00	51,000 00
4. Land	400 00	400 00
Land damages	465 26	465 26
Fences (no separate record—estimate)	550 00	550 00
5. Passenger and freight stations	0 00	0 00
6. Engine houses, car sheds, and turn-tables. 7. Machine shops, including machinery and tools } Estimate	7,500 00	7,500 00
Amount carried forward	$121,915 26	$121,915 26

Construction—Continued.

	To December 31, 1876.	To December 31, 1877.
Amount brought forward	$121,915 26	$121,915 26
8. Interest	0 00	0 00
Agencies, salaries, and other expenses during construction	59,047 00	59,047 00
Office and other buildings—estimate	1,500 00	1,500 00
Wharves	5,903 00	5,903 00
11. Total cost of construction	$188,365 26	$188,365 26

Equipment.

	Number.	To December 31, 1876. Cost.	Number.	To December 31, 1877. Cost.
12. Locomotive	2	$24,000 00	2	$24,000 00
13. Snow plows on wheels	0		0	
14. Parlor cars	0		0	
15. Sleeping cars	0		0	
16. Passenger cars	0		0	
Mail cars	0		0	
Baggage cars	0		0	
17. Freight cars, platform	3	1,200 00	3	1,200 00
Other cars (hand-cars 2, $400; water car 1, $500)	3	900 00	3	900 00
Dump cars	32	19,200 00	32	19,200 00
Cars destroyed and sundry material	------	17,503 97	------	17,503 97
18. Total for equipment	------	$62,803 97	------	$62,803 97

19. Lands	$0 00
20. Stock of other roads	
21. Bonds of other roads	
22. Other securities	
23. Steamboat property	
24. Investments in transportation lines	
25. Other property purchased	
26. Total for property purchased, etc.	0 00
27. Whole amount of permanent investments	251,169 23
28. Property in California	251,169 23
29. Amount of supplies and materials on hand	No record.
30. Cash and cash assets	$9,469 14
31. Total property and assets of the company	260,638 37
32. Sinking and contingent funds	0 00
Expenditures charged to property account during the year	None.

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$0 00
2. Derived from passengers from and to other roads, over roads operated by this company	
3. Derived from other roads as tolls for use of passenger cars	
4. Derived from other sources belonging to passenger department	
5. Derived from express and extra baggage	
6. Derived from mails	
7. Total earnings from passenger department	
8. Derived from local freight on roads operated by this company	18,655 99
9. Derived from other roads as tolls or for use of freight cars	0 00
10. Derived from freight from and to other roads on joint tariff	0 00
11. Derived from other sources belonging to freight department	6,198 42
12. Total earnings from freight department	$24,854 41
13. Derived from rents for use of road and equipment when leased	0 00
14. Total transportation earnings	$24,854 41

15. Earnings per mile of road operated	4,660 20
16. Per train mile (total passenger and freight)—no record; estimate	3 69
17. Income derived from rent of property, other than road and equipment, specifying same:	
Wharfage and storage, as specified in item No. 11	6,198 42
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same	0 00
19. Total income derived from all sources	24,854 41

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	$506 57
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Superintendent and Secretary	2,525 00
Lawyer's fees	2,200 00
Lumber	536 34
Foundry work	560 00
Miscellaneous merchandise and various incidentals	988 44
3. Insurance premiums and losses by fire, and damages for fires set by engines	0 00
4. Telegraph expenses	0 00
5. Total	$7,316 35
6. Proportion belonging to passenger department	0 00
7. Proportion belonging to freight department	7,316 35

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	No separate record.
2. Iron rails laid, deducting old rails taken up (number of miles, $\frac{2126}{5280}$; weight per yard, 50 pounds)	$1,168 12
3. Steel rails laid, deducting old rails taken up	0 00
4. New ties (number, 379); cost	159 18
5. Repairs of bridges	No separate record.
6. Repairs of buildings and fixtures, (stations and turn-tables)	
7. Repairs of and additions to machine shops and machinery	
8. Repairs of fences, road crossings, and signs	
9. Removing ice and snow	0 00
10. Repairs of locomotives	No separate record.
11. New locomotives, charged to operating expenses	0 00
12. Repairs of snow plows	0 00
13. New snow plows, charged to operating expenses	0 00
14. Fuel for engines and cars:	
Number of cords of wood, 0; cost	0 00
Number of tons of coal ——; cost	335 00
15. Water and water stations—(new boiler for river pump)	250 00
16. Fuel for stations and shops	0 00
17. Oil and waste	50 50
18. Switchmen, watchmen, flag and signalmen: (Included in general expense, rebuilding and extension of wharf, and alteration and increase of dumping facilities, of which rail and ties enumerated above constitute a portion)	4,428 20
19. Total	$6,391 00
20. Proportion of same to passenger department	00
21. Proportion of same to freight department	6,391 00
22. Of the above there was expended for other than ordinary repairs	5,755 50
Class III.—Passenger traffic expenses	0 00

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

1. Repairs of freight cars	No separate record.
2. New freight cars (charged to operating expenses)	$0 00
3. Damages and gratuities, freight	0 00
4. Salaries, wages, and incidentals of freight trains	16,521 60
5. Salaries, wages, and incidentals of freight stations	
6. Paid corporations or individuals not operating roads for use of freight cars	0 00
7. Amount paid other roads for balance of mileage of freight cars	0 00
8. Total	$16,521 60

9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$30,228 95
10. Per train mile (total passenger and freight), estimate $4 50	
11. Percentage of expenses to total transportation earnings 121½ per cent.	
12. Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed	0 00
13. Total expenses	$30,228 95

NET INCOME, DIVIDENDS, ETC.

1. Total net income	None.
4. Interest accrued during the year:	
On funded debt	
On other debt	
Total	
5. Dividends declared	
6. Date of last dividend declared	Nov. 6, 1876.
7. Balance for the year, or surplus	$0 00
8. Surplus at commencement of the year $14,843 68	
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement 5,374 54	
10. Total surplus December 31st, 1877	9,469 14
Earnings, expenses, net earnings, etc., of passenger department	None.

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	$24,854 41
2. Per freight train mile, estimate	3 69
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	7,316 35
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	6,391 00
5. Expenses, "Freight Traffic," as per Class IV, No. 8	16,521 60
6. Total expenses	30,228 95
7. Per freight train mile	4 50
8. Net earnings	0 00
9. Per freight train mile	0 00

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

	December 31, 1876.	December 31, 1877.
Debits.		
Cost of road	$188,365 26	$188,365 26
Cost of equipment	62,803 97	62,803 97
Other investments	0 00	0 00
Supplies and materials on hand*		
Sinking funds in hands of Trustees	0 00	0 00
Cash, cash assets, and other items (specifying same)	14,843 68	9,469 14
Profit and loss (loss, if any)		5,374 54
Totals	$266,012 91	$266,012 91
Credits.		
Capital stock	$225,000 00	$225,000 00
Funded debt	0 00	0 00
Other debts (specifying same)	0 00	0 00
Portion of profit applied to permanent investment	26,169 23	26,169 23
Cash on hand at beginning of year	7,065 63	14,843 68
Profit and loss (profit, if any)	7,778 05	
Totals	$266,012 91	$266,012 91

* No account.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1877.

	Debits.	Credits.
To expenses as per table	$30,228 95	
By earnings as per table		$24,854 41
By balance charged profit and loss		5,374 54
Totals	$30,228 95	$30,228 95

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use: From Pittsburg Landing to Somersville	March, 1866.
2. Length of main line of road from Pittsburg Landing to Somersville	5.33 miles.
Length of main line in California	5.33 miles.
Length of main line in other States	0.00
3. Length of line with track laid, if road is not completed	Completed.
4. Length of double track on main line	0.00
5. Branches owned by the company	None.
10. Total length of road belonging to this company	5.33 miles.
11. Aggregate length of sidings and other tracks not enumerated above	2,800 feet.
12. Same in California	2,800 feet.
13. Aggregate length of track belonging to this company computed as single track	5.4560 miles.
14. Same in California	5.4560 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	0.0000 miles.
16. Number of spans of bridges of twenty-five feet and upwards	0.0000 miles.
17. Number of iron bridges	0
18. Number of wooden bridges (aggregate length, 612 feet)	2
Bridges built within the year in California	None.
19. Number of crossings of highways at grade	3
20. Number of crossings of highways over railroad	0
21. Number of crossings of highways under railroad	
22. Number of highway bridges eighteen feet above track	
23. Number of highway bridges less than eighteen feet above track	
24. Number of highway crossings at which gates or flagmen are maintained	
25. Number of highway crossings at which electric signals are maintained	
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	3
27. Number of railroad crossings at grade, specifying each	0
28. Number of railroad crossings over other roads, specifying same	0
29. Number of railroad crossings under other railroads, specifying each	0
30. Roads belonging to other companies, operated by this company under lease or contract	None.
34. Total miles of road operated by this company	5.33 miles.
35. Total miles of road operated by this company in California	5.33 miles.
36. Number of stations on all roads operated by this company	2
37. Number of stations on all roads owned by this company	2
38. Same in California	2
39. Miles of telegraph on line of road operated by this company	None.
40. Miles of telegraph owned by this company	
41. Number of telegraph offices in company stations	
42. Number of telegraph stations operated by this company	
43. Number of telegraph stations operated jointly by railroad and telegraph companies	

ROLLING STOCK.

1. Locomotives	2
Average weight of engines in working order	About 18 tons.
Market value of engines in working order	Cannot tell.
2. Tenders	Are a part of the engines and included therein.
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender	9 6-12 feet.
4. Total length of heaviest engine and tender over all	17 6-12 feet.

5. Snow plows	0
6. Passenger cars	
7. Mail and baggage cars	
8. Eight-wheel box freight cars	
9. Four-wheel box freight cars	
10. Eight-wheel platform cars	
11. Four-wheel platform cars	3
12. Other cars—2 hand cars, and 1 water car	3
Coal	32
13. Total market value	Do not know.
14. Total number of freight cars, including coal, etc., on a basis of eight wheels	19
15. Number of locomotives equipped with train brakes	0
Kind of brake	Double acting screw brake.
16. Number of cars equipped with train brakes	0
Kind of brake	Double acting screw brake.
17. Number of passenger cars with Miller platform and buffer	0

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	0
4. Miles run by freight trains—estimate	6,724
5. Rate of speed of express freight trains, including stops	0
6. Rate of speed of accommodation freight trains, including stops	12 miles per hour.
7. Miles run by other trains, and for what purpose	0
8. Total train miles run—estimate	6,724
9. Total number of passengers carried	0
10. Total passenger mileage, or passengers carried one mile	
11. Passenger mileage to and from other roads	
12. Number of tons carried (not including gravel)	27,494
13. Total freight mileage, or tons carried one mile	146,635
14. Freight mileage to and from other roads	
15. Highest rate of fare per mile for any distance (excluding one mile)	
16. Lowest rate of fare per mile for any distance (single fare)	
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	None.
18. Average rate of fare per mile received from passengers to and from other roads	
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	
20. Average rate of fare per mile for all passengers	
21. Highest rate of freight per ton per mile for any distance	15 cents.
22. Lowest rate of freight per ton per mile for any distance	11½ cents.
23. Average rate of local freight per ton per mile on roads operated by this company	12⅞ cents.
24. Average rate of freight per ton per mile to and from other roads	None.
25. Average rate of freight per ton per mile for all	12⅞ cents.
26. Average number of cars in passenger trains (including baggage cars)	None.
27. Average number of cars in freight trains—basis of eight-wheel	6
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	None.
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	42½ tons.
30. Number of persons regularly employed by company, including officers	22

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip)	None.
2. Passengers to San Francisco (including season)	
3. Passengers from San Francisco (including season)	
4. Season ticket passengers to and from San Francisco (one round trip daily)	
List of accidents in California	None.

TABLE A.

Funded debt	None.

TABLE B.

United States Government bonds issued to the company	None.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line—All within State.		Length of Track (all single) December 31, 1877.							
		Roadway.			Sidings.		Track and Sidings.		
From—	To—	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
Pittsburg Landing	Somersville	5.33	0.00	5.33	0.53	0.00	5.83	0.00	5.83
Total on whole road, December 31st, 1877		5.33	0.00	5.33	0.53	0.00	5.83	0.00	5.83
Total on whole road, December 31st, 1876		5.33	0.00	5.33	0.53	0.00	5.83	0.00	5.83
Total constructed during year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

	December 31, 1876—All within State.			December 31, 1877—All within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	11.66	35.8	414.149	11.66	35.8	414.149
Length of steel rail	0.00			0.00		
Total length of iron rail laid during the year				0.4021	39.0	15.1833

TABLE D.

Grants or donations, in bonds or money, from States, counties, towns, corporations, or individuals, not repayable by company	None.

TABLE E.

Other aids or grants from the United States, counties, corporations, individuals	None.

TABLE F.

Sales of lands granted by United States Government	None

STATE OF CALIFORNIA,
County of San Francisco, } ss.

Levi Stevens, President of the Pittsburg Railroad Company, and Samuel Baker, Secretary of the same company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed): LEVI STEVENS, President.
SAMUEL BAKER, Secretary.

Subscribed and sworn to before me, this 29th day of June, 1878.

E. V. JOICE, Notary Public.

SACRAMENTO AND PLACERVILLE RAILROAD COMPANY.

Returns of the Sacramento and Placerville Railroad Company, for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS:

Leland Stanford, Director ..... San Francisco.
C. P. Huntington, Director ..... New York.
Mark Hopkins, Director ..... San Francisco.
J. O'B. Gunn, Director ..... San Francisco.
C. F. Crocker, Director ..... San Francisco.
Leland Stanford, President ..... San Francisco.
C. P. Huntington, Vice-President ..... New York.
Mark Hopkins, Treasurer ..... San Francisco.
J. O'B. Gunn, Secretary ..... San Francisco.

BUSINESS ADDRESS OF THE COMPANY:

San Francisco ..... California.

The Sacramento and Placerville Railroad Company was incorporated April 19th, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
Sacramento Valley Railroad Company	August 14, 1852.
Folsom and Placerville Railroad Company	September 29, 1876.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$2,000,000 00
2. Capital stock authorized by votes of company		2,000,000 00
3. Capital stock issued (number of shares, 17,560); amount paid in		1,756,000 00
4. Capital stock paid in on shares not issued (number of shares, 0)		0 00
5. Total amount paid in as per books of the company		1,756,000 00
6. Amount of capital stock issued but not full paid		0 00
7. Amount per share still due thereon		0 00
8. Par value of shares issued		100 00
9. Total number of stockholders	51	
10. Number of stockholders in California	13	
11. Amount of stock held in California		1,177,000 00

* By original articles of incorporation.

DEBT.

12. Funded debt, as follows:		
Bonds		$1,100,000 00
Interest paid on same during year	$82,000 00	
Certificates of indebtedness		0 00
Interest paid on same during year	0 00	
13. Total amount of funded debt		$1,100,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		0 00
All other debts, current credit balances, etc.		452 00
15. Total amount of unfunded debt		$452 00
16. Total gross debt liabilities		$1,100,452 00
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$127,886 08	
Materials and supplies on hand	26,717 85	
Sinking funds	0 00	
Other securities and debt balances	4,932 24	
		159,536 17
18. Total net debt liabilities		$940,915 83

19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each	$0 00
20. Amount of claims against the company which for any reason have not been entered upon the books	0 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1876.*	To December 31, 1877.
1. Grading and masonry		
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations	†	$3,048,707 80
6. Engine houses, car sheds, and turn-tables		
7. Machine shops, including machinery and tools		
8. Interest		
9. Engineering		
Agencies, salaries, and other expenses during construction		
11. Total cost of construction	$1,528,199 66	$3,048,707 80

* This company was not in existence at this date. The total here entered represents the cost of construction and equipment of the Sacramento Valley Railroad, from Sacramento to Folsom, on December 31st, 1876.
† These items were never kept segregated, and it is impossible now to do so.

*Equipment.**

	To December 31, 1876.		To December 31, 1877.	
	Number.	Cost.	Number.	Cost.
12. Locomotives	5		5	
16. Passenger cars	6		6	
Mail cars, Baggage cars } Combined	2		2	
17. Freight cars	66		66	
Other cars	18		18	

* Included in construction.

19. Lands	
20. Stock of other roads	
21. Bonds of other roads	None.
22. Other securities	
23. Steamboat property	
24. Investments in transportation lines:	
Placerville and Sacramento Valley Railroad Company*	$1,520,000 00
25. Other property purchased	None.
26. Total for property purchased, etc.	$1,520,000 00
27. Whole amount of permanent investments	3,048,707 80
28. Property in California	3,048,707 80
29. Amount of supplies and materials on hand	26,717 85
30. Cash and cash assets	132,818 32
31. Total property and assets of the company	3,208,243 97
32. Sinking and contingent funds	0 00

* Included in construction account.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	
2. Bridging	
3. Superstructure, including rails	$0 00
4. Land	
Land damages	

	Fences	
5.	Passenger and freight stations	
	Wood sheds and water stations	$0 00
6.	Engine houses, car sheds, and turn-tables	
7.	Machine shops	
8.	Engineering, agencies, salaries, and other expenses during construction	
	Construction account is charged for purchase of patent rights for use of locomotives and cost of applying same	508 14
15.	Purchase of other roads, specifying what: Placerville and Sacramento Valley Railroad, from Folsom to Shingle Springs	1,502,000 00
16.	Subscriptions or loans to other roads, specifying same	0 00
17.	Any other expenditures charged to property account, specifying same	0 00
18.	Total	$1,520,508 14
19.	Property sold and credited to property account during the year, specifying same	0 00
20.	Net addition to property account for the year	$1,520,508 14

REVENUE FOR THE YEAR.

1.	Derived from local passengers on roads operated by this company	$37,583 60
2.	Derived from passengers from and to other roads, over roads operated by this company	0 00
3.	Derived from other roads as tolls for use of passenger cars	0 00
4.	Derived from other sources belonging to passenger department	0 00
5.	Derived from express and extra baggage	2,250 00
6.	Derived from mails	2,750 00
7.	Total earnings from passenger department	$42,583 60
8.	Derived from local freight on roads operated by this company	$83,890 16
9.	Derived from other roads as tolls or for use of freight cars	0 00
10.	Derived from freight from and to other roads on joint tariff	0 00
11.	Derived from other sources belonging to freight department	0 00
12.	Total earnings from freight department	$83,890 16
13.	Derived from rents for use of road and equipment when leased	0 00
14.	Total transportation earnings	$126,473 76
15.	Earnings per mile of road operated	$2,581 10
16.	Per train mile (total passenger and freight)	2 67
17.	Income derived from rent of property, other than road and equipment, specifying same:	
	Rent of track for use of trains of the Central Pacific Railroad Company between Sacramento and Brighton at $1,500 per month	18,000 00
	Rent from various tenants at depots	775 00
18.	Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same:	
	Interest	8,576 61
	Miscellaneous earnings	5,109 48
19.	Total income derived from all sources	$158,934 85

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1.	Taxes, State and local	$6,065 71
2.	General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
	General expense	2,473 68
	Office expense	3,317 50
	Miscellaneous expense	1,469 48
	Stationery and printing	571 20
	Advertising	15 00
	Wharf service and repairs	64 92
	Damages	185 00
3.	Insurance premiums and losses by fire, and damages for fires set by engines	615 00
4.	Telegraph expenses	0 00
5	Total	$14,777 49

6. Proportion belonging to passenger department*		
7. Proportion belonging to freight department*		

* Cannot be proportioned because all trains run are mixed trains, and it is impossible to segregate the expenses.

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	*	$26,444 98
2. Iron rails laid, deducting old rails taken up		
3. Steel rails laid, deducting old rails taken up		
4. New ties		
5. Repairs of bridges†		
6. Repairs of buildings and fixtures (stations and turn-tables)		756 49
7. Repairs of and additions to machine shops and machinery		
8. Repairs of fences, road crossings, and signs†		
9. Removing ice and snow		0 00
10. Repairs of locomotives		8,187 24
11. New locomotives, charged to operating expenses		0 00
12. Repairs of snow plows		0 00
13. New snow plows, charged to operating expenses		0 00
14. Fuel for engines and cars: Number of cords of wood, 2,355½; cost, $10,599 75		‡20,943 32
Number of tons of coal		
15. Water and water stations		858 00
16. Fuel for stations and shops§		
17. Oil and waste¶		
18. Switchmen, watchmen, flag and signalmen‖		
Repairs of cars—all classes		10,939 95
Train service		6,674 27
Station service		17,300 01
19. Total		$92,104 26
20. Proportion of same to passenger department**		
21. Proportion of same to freight department**		
22. Of the above there was expended for other than ordinary repairs		0 00

* These details have never been kept on this road. Items are not segregated in the accounts.
† Included in track repairs.
‡ Locomotive service, including fuel, wages of engineers and firemen, cost of oil, waste, and tallow.
§ Included in sundry repairs accounts, etc.
¶ Included in locomotive service.
‖ Included in station service.
** Cannot be segregated, because all trains are mixed, passenger and freight.

CLASS III.—PASSENGER TRAFFIC EXPENSES.

1. Repairs of passenger, mail, and baggage cars*	
2. New passenger, mail, and baggage cars (charged to operating expenses)	$0 00
3. Damages and gratuities, passengers	0 00
4. Salaries, wages, and incidentals of passenger trains*	
5. Salaries, wages, and incidentals of passenger stations*	
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same	0 00
7. Amount paid other roads for balance of mileage and passenger cars	0 00
8. Total*	

* Included under Class II. These accounts have never been kept separately because of the mixed nature of trains. It is impossible to correctly segregate the expenses of the road proportionately to the different classes of earnings.

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

1. Repairs of freight cars*	
2. New freight cars (charged to operating expenses)	$0 00
3. Damages and gratuities, freight	21 58
4. Salaries, wages, and incidentals of freight trains*	
5. Salaries, wages, and incidentals of freight stations*	
6. Paid corporations or individuals not operating roads for use of freight cars	0 00
7. Amount paid other roads for balance of mileage of freight cars	1,159 80
8. Total	$1,181 38

* Included in Class II. Vide remarks under Class III.

9. Total expenses of operating the road embraced in Classes I, II, III, and IV		$108,063 13
10. Per train mile (total passenger and freight)	$2 28	
11. Percentage of expenses to total transportation earnings	85.44	
12. Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed:		
Placerville and Sacramento Valley Railroad Company for use of track between Folsom and Shingle Springs for three months		3,600 00
13. Total expenses		$111,663 13

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$47,271 72
2. Percentage of same to capital stock and net debt		01.75 per cent.
3. Percentage of same to total property and assets		01.44 per cent.
4. Interest accrued during the year:		
On funded debt	$82,000 00	
On other debt	0 00	
Total		$82,000 00
5. Dividends declared		0 00
6. Date of last dividend declared		None.
7. Balance for the year, or loss		$34,728 28
8. Surplus at commencement of the year	$243,492 10	
Add entries made in profit and loss account during the year, not included in the foregoing statement	1,028 15	
9. Surplus at commencement of the year, as changed by aforesaid entries		244,520 25
10. Total surplus December 31st, 1877		209,791 97
11. Paid to sinking funds in hands of Trustees		0 00
Earnings, expenses, net earnings, etc., of passenger department*		
Receipts, expenses, net earnings, etc., of freight department*		

* As all the trains run are mixed passenger and freight trains, it is impossible to subdivide the expenses to show the relative cost of transporting the different classes of traffic.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

	December 31, 1876.*	December 31, 1877.
Debits.		
Cost of road	$1,528,199 66	$3,048,707 80
Supplies and materials on hand	24,138 98	26,717 85
Cash, cash assets, and other items (specifying same):		
Cash	78,712 40	127,886 08
United States Post-office Department	3,292 82	737 09
C. H. Cummings, Cashier	3,762 74	4,195 15
Bad debts	1,914 00	----------
Totals	$1,640,020 60	$3,208,243 97
Credits.		
Capital stock	$936,000 00	$1,756,000 00
Funded debt	400,000 00	1,100,000 00
Other debts (specifying same):		
Current accounts	528 50	452 00
Interest accrued and unpaid	60,000 00	142,000 00
Profit and loss (profit, if any)	243,492 10	209,791 97
Totals	$1,640,020 60	$3,208,243 97

* Sacramento Valley Railroad only.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1877.

	Debits.	Credits.
Balance		$243,492 10
Bad debts	$1,914 00	45 67
General expenses	2,473 68	
United States Post-office Department—discount premium	76 92	210 06
Interest	82,000 00	8,576 61
Fuel—adjustment per inventory		2,763 34
Earnings		150,358 24
Operating expenses	103,123 74	
Taxes	6,065 71	
Balance to January 1st, 1878	209,791 97	
Totals	$405,446 02	$405,446 02
Balance brought down		$209,791 97

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Sacramento to Folsom	February 22,1856.
From Folsom to Shingle Springs	June 20, 1865.
2. Length of main line of road	Not completed.
Length of main line in California—Sacramento to Shingle Springs (finished)	49 miles.
Length of main line in other States	0 miles.
3. Length of line with track laid, if road is not completed as above	49 miles.
4. Length of double track on main line	0 miles.
5. Branches owned by the company	None.
10. Total length of road belonging to this company	49 miles.
11. Aggregate length of siding and other tracks not enumerated above	7 miles.
12. Same in California	7 miles.
13. Aggregate length of track belonging to this company computed as single track	56 miles.
14. Same in California	56 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail (weight per yard, 50 pounds)	5 miles.
16. Number of spans of bridges of twenty-five feet and upwards	2
17. Number of iron bridges	0
18. Number of wooden bridges, (aggregate length, 2,390 feet)	12
Bridges built within the year in California	None.
19. Number of crossings of highways at grade	31
20. Number of crossings of highways over railroad	0
21. Number of crossings of highways under railroad	
22. Number of highway bridges eighteen feet above track	
23. Number of highway bridges less than eighteen feet above track	
24. Number of highway crossings at which gates or flagmen are maintained	
25. Number of highway crossings at which electric signals are maintained	
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	31
27. Number of railroad crossings at grade, specifying each:	
Crossing Central Pacific Railroad at Brighton	1
28. Number of railroad crossings over other roads, specifying same	0
29. Number of railroad crossings under other railroads, specifying each	0
30. Roads belonging to other companies operated by this company under lease or contract	None.
34. Total miles of road operated by this company	49
35. Total miles of road operated by this company in California	49
36. Number of stations on all roads operated by this company	18
37. Number of stations on all roads owned by this company	18
38. Same in California	18
39. Miles of telegraph on line of road operated by this company	49
40. Miles of telegraph owned by this company	0
41. Number of telegraph offices in company stations	4
42. Number of telegraph stations operated by this company	4
43. Number of telegraph stations operated jointly by railroad and telegraph companies	3

ROLLING STOCK.

	Number.	Average Weight, (Pounds.)	Market Value. (Estimated.)
1. Locomotives	5		$31,000 00
Average weight of engines in working order		52,540	
Maximum weight of engines in working order		61,000	
2. Tenders	5	19,660	
Average weight of tenders full of fuel and water		34,820	
Maximum weight of tenders full of fuel and water		45,800	
Average joint weight of engines and tenders		87,360	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 41 1-12 feet.			
4. Total length of heaviest engine and tender over all, 49 6-12 feet.			
5. Snow plows	0		
6. Passenger cars	6		$12,000 00
Average weight		30,500	
Maximum weight		31,300	
7. Mail and baggage cars	2	29,000	2,500 00
8. Eight-wheel box freight cars	32	15,500	19,200 00
9. Four-wheel box freight cars	0		
10. Eight-wheel platform cars	34	12,500	10,200 00
11. Four-wheel platform cars	0		
12. Other cars:			
Coal and gravel	0		
Track cars	18		1,200 00
13. Total market value (estimated)			$76,100 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	66
15. Number of locomotives equipped with train brakes	0
16. Number of cars equipped with train brakes	0
17. Number of passenger cars with Miller platform and buffer	0

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	14,130
2. Rate of speed of express passenger trains, including stops	Twenty miles per hour.
3. Rate of speed of accommodation trains, including stops	
4. Miles run by mixed trains	30,772
5. Rate of speed of mixed trains, including stops	Twelve miles per hour.
7. Miles run by other trains, and for what purpose:	
Excursion trains	1,112
Wood trains	1,325
8. Total train miles run	47,339
9. Total number of passengers carried	25,541
10. Total passenger mileage, or passengers carried one mile	783,512
11. Passenger mileage to and from other roads	0
12. Number of tons carried, not including gravel	$42,039\frac{756}{2000}$
13. Total freight mileage, or tons carried one mile	$1,062,280\frac{1082}{2000}$
14. Freight mileage to and from other roads	0
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents.
16. Lowest rate of fare per mile for any distance (single fare)	3 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	4.8 cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	4.8 cents.
18. Average rate of fare per mile received from passengers to and from other roads	None.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	None.
20. Average rate of fare per mile for all passengers	4.8 cents.
21. Highest rate of freight per ton per mile for any distance	15 cents.
22. Lowest rate of freight per ton per mile for any distance	3.9 cents.

23. Average rate of local freight per ton per mile on roads operated by this company	7.9 cents.
24. Average rate of freight per ton per mile to and from other roads	None.
25. Average rate of freight per ton per mile for all	7.9 cents.
26. Average number of cars in passenger trains (including baggage cars)	2
27. Average number of cars in freight trains—basis of eight-wheel	8
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	167,200 pounds.
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	240,000 pounds.
30. Number of persons regularly employed by company, including officers	75

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip)	None.
2. Passengers to San Francisco (including season)	
3. Passengers from San Francisco (including season)	
4. Season ticket passengers to and from San Francisco (one round trip daily)	

LIST OF ACCIDENTS IN CALIFORNIA.

Passengers	None killed or injured.
Employés	
Others than passengers or employés:	
Killed, from their own misconduct or carelessness, in California	1
Injured, from their own misconduct or carelessness, in California	1
Total killed in California	1
Total injured in California	1
Total killed on whole road operated	1
Total injured on whole road operated	1

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

The Superintendent reports: "On the 20th of September, 1877, engine on passenger train No. 2, near Dugan's Station, struck a four-horse team standing across the track, cut the wagon in two pieces, killed Albert Barcels, and slightly hurt Neil Anderson. This was in a field, on a private crossing between two piles of wood, approached through a deep cut, and on a curve. Men on wagon heard engine bell ring, but, through stupidity or cause unknown, remained on track."

TABLE A.—FUNDED DEBT.

To include all bonds payable by the company, except United States Government bonds.

Character of.	Date.	Due.	In what Money Payable—Principal and Interest.	Interest. Rate per ct.	Interest. Payable.
First mortgage, Sacramento Valley Railroad Company*	July 1, 1855	July 1, 1875	†	10	January and July.
First mortgage, Sacramento and Placerville Railroad Company	January 1, 1877	January 1, 1907	Gold	6	January and July.

Character of.	Authorized amount.	Total Issued. December 31, 1876.	Total Issued. December 31, 1877.	Accrued Interest. During year.	Accrued Interest. Over-due.	Amount of Bonds Outstanding December 31, 1877.
First mortgage, Sacramento Valley Railroad Company*	$700,000	$400,000	$400,000	$40,000	$100,000	$400,000
First mortgage, Sacramento and Placerville Railroad Company	1,675,000	----------	700,000	42,000	42,000	700,000

* Not paid by the company on maturity. Principal and interest from July 1, 1875, are now due.
† Not specified.

TABLE A.—BONDS ISSUED TO THE COMPANY.

Character of	Bonds Sold.			
	To December 31, 1876.		During Year ending December 31, 1877.	
	Amount of Bonds.	Amount realized.	Amount of Bonds.	Amount realized.
First mortgage, Sacramento Valley Railroad Company	$400,000	$400,000		
First mortgage, Sacramento and Placerville Railroad Company			$700,000	$700,000

(No bonds redeemed.)

TABLE B.

United States Government bonds issued to the company ---------- None.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line—All within State.		Length of Track December 31, 1877.							
		Roadway—All Single Track.			Sidings.		Track and Sidings.		
From—	To—	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
Sacramento	Shingle Springs	46.50	2.50	49.00	7.00	0.00	53.50	2.50	56.00
Total on whole road, December 31st, 1877		46.50	2.50	49.00	7.00	0.00	53.50	2.50	56.00
Total on whole road, December 31st, 1876		47.50	1.50	49.00	7.00	0.00	54.50	1.50	56.00
Total constructed during year*									

	December 31, 1876—All within State.			December 31, 1877—All within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	109	44	4,796	107	44	4,708
Length of steel rail	3	44	132	5	44	220
Total length of iron rail laid during the year*				0	0	0
Total length of steel rail laid during the year				1	44	44
Of the iron rail, the length of re-rolled iron was				0	0	0

* One mile of iron taken up in 1877, and relaid in steel.

TABLE D.

Grants or donations, in bonds or money, from States, counties, towns, corporations, or individuals, not repayable by company	None.

TABLE E.

Other aids or grants from the United States, States, counties, corporations, or individuals	None.

TABLE F.

Sales of lands granted by United States Government	None.

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Leland Stanford, President of the Sacramento and Placerville Railroad Company, and J. O'B. Gunn, the Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing thirty-eight (38) pages, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed):

LELAND STANFORD,
JAS. O'B. GUNN.

Subscribed and sworn to before me, this 27th day of June, 1878.

CHAS. J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

SALMON CREEK RAILROAD COMPANY.

Returns of the Salmon Creek Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Silas Coombs, Director, President ..... Little River, Mendocino County.
M. D. Gray, Director, Secretary ..... Salmon Creek Mill, Mendocino County.
Richard G. Coombs, Director, Treasurer ..... Little River, Mendocino County.
P. W. Gray, Director ..... San Francisco.
D. A. Vickery, Director ..... Salmon Creek, Mendocino County.

BUSINESS ADDRESS OF THE COMPANY.

Office of L. E. White, No. 4 Stewart Street ..... San Francisco.

The Salmon Creek Railroad Company was incorporated April 9th, 1875.

CAPITAL STOCK.

1. Capital stock authorized by charter*	$100,000 00
2. Capital stock authorized by votes of company	100,000 00
3. Capital stock issued (number of shares, 315); amount paid in	9,450 00
8. Par value of shares issued	100 00

*By original articles of incorporation.

DEBT.

14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property	$93,262 73

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction, to December 31st, 1877*	About $87,500 00

*Accounts have been kept so that the cost of construction cannot be stated but approximately.

Equipment.

	Number.	To December 31, 1877. Cost.
12. Locomotives	1	$4,500 00
Other cars—flats	20	8,000 00
18. Total for equipment	----	$12,500 00

25. Other property purchased, to December 31st, 1877:	
Salmon Creek Wharf	$6,000 00

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

Debits.

Cost of road	$87,500 00
Cost of equipment	12,500 00
Other investments	6,000 00

Credits.

Capital stock	$9,450 00
Other debts (specifying same)	93,262 73

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Salmon Creek Wharf to Salmon Creek Mill	January 15, 1877.
2. Length of main line of road from Salmon Creek Wharf to Salmon Creek Mill	8 miles.
18. Number of wooden bridges	12

ROLLING STOCK.

1. Locomotives	1
12. Other cars—flat cars	20

STATE OF CALIFORNIA,
County of San Francisco, } ss.

L. E. White, Agent of the Salmon Creek Railroad Company, deposes and says: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that he, the deponent, has carefully examined the same, and that, as now furnished by him to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed): L. E. WHITE.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD COMPANY.

Returns of the San Francisco and North Pacific Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Colonel Peter Donahue, Director, President	San Francisco, California.
Michael Reese, Director, Vice-President	San Francisco, California.
Edward Martin, Director, Treasurer	San Francisco, California.
T. J. Bergin, Director	San Francisco, California.
Arthur Hughes, Director	San Francisco, California.
T. E. Dougherty, Director, Secretary	San Francisco, California.

BUSINESS ADDRESS OF THE COMPANY.

No. 424 Montgomery Street ..... San Francisco, California.

The San Francisco and North Pacific Railroad Company was incorporated June 29th, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
San Francisco and North Pacific Railroad Company	June 22, 1872.
Sonoma and Marin Railroad Company	November 13, 1874.
Fulton and Guerneville Railroad Company	May 23, 1877.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$12,350,000 00
2. Capital stock authorized by votes of company		5,000,000 00
4. Capital stock paid in on shares not issued (number of shares, 50,000)		3,750,000 00
5. Total amount paid in as per books of the company		3,750,000 00
7. Amount per share still due thereon		25 00
8. Par value of shares issued		100 00
9. Total number of stockholders	5	
10. Number of stockholders in California	5	
11. Amount of stock held in California		3,750,000 00

* By original articles of incorporation.

DEBT.

14. Unfunded debt:	
All other debts, current credit balances, etc. (unpaid accounts)	$12,781 96
15. Total amount of unfunded debt	$12,781 96
16. Total gross debt liabilities	$12,781 96
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand and in transitu	20,489 97
Materials and supplies on hand	15,737 24
Other securities and debt balances and station accounts	93,062 44
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each	0 00
20. Amount of claims against the company which for any reason have not been entered upon the books	0 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry 2. Bridging 3. Superstructure, including rails	To December 31st, 1877	$2,965,434 05
5. Passenger and freight stations 6. Engine houses, car sheds, and turn-tables 7. Machine shops, including machinery and tools	*	
11. Total cost of construction		$2,965,434 05

* Not charged to construction—charged to building account.

Equipment.

	Number.	To December 31, 1877. Cost.
12. Locomotives	8	$104,000 00
16. Passenger cars	11	228,601 86
Mail cars	3	
Baggage cars		
17. Freight cars	40	
Other cars	154	
18. Total for equipment	------	$332,601 86

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS, TO DECEMBER 31ST, 1877.

19. Lands:	
Sonoma County—Donahue, $8,000; Petaluma, $5,000	$13,000 00
Sonoma County—Santa Rosa, $8,500; Windsor, $750	9,250 00
Sonoma County—Mark West, $750; Healdsburg, $4,000	4,750 00
Sonoma County—Cloverdale, $4,000; Geyserville, $750	4,750 00
Sonoma County—Fulton, $700; Lakeville, $3,000	3,700 00
Marin County—San Rafael	3,616 00
Total	$39,066 00
20. Stock of other roads	None.
22. Other securities:	
Furniture	6,076 38
Trucks and scales	3,214 93
Shop tools, engines, etc.	25,916 47
Total	$35,207 78
23. Steamboat property:	
James M. Donahue	155,000 00
Antelope	90,000 00
Hattie Fickett	16,000 00
Milton S. Latham	16,000 00
Launch Ruby	1,500 00
Total	$278,500 00
24. Investments in transportation lines	None.
25. Other property purchased:	
Buildings	$118,168 00
26. Total for property purchased, etc.	3,768,977 69
27. Whole amount of permanent investments	3,768,977 69
28. Property in California	3,768,977 69
29. Amount of supplies and materials on hand	15,737 24
30. Cash and cash assets	113,552 41
31. Total property and assets of the company	3,898,267 34
32. Sinking and contingent funds	0 00

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	$311,095 23
2. Bridging	
3. Superstructure, including rails	
4. Land	1,941 35
Fences	500 27
5. Passenger and freight stations	385 97
7. Machine shops	76 96
13. Passenger, mail, and baggage cars	1,743 80
14. Freight and other cars	
16. Subscriptions or loans to other roads, specifying same	0 00
17. Any other expenditures charged to property account, specifying same	0 00
18. Total	$315,743 58
19. Property sold and credited to property account during the year, specifying same	0 00
20. Net addition to property account for the year	315,743 58

REVENUE FOR THE YEAR.

1.	Derived from local passengers on roads operated by this company	$213,879 23
2.	Derived from passengers from and to other roads, over roads operated by this company	0 00
3.	Derived from other roads as tolls for use of passenger cars	0 00
4.	Derived from other sources belonging to passenger department	0 00
5.	Derived from express and extra baggage	9,000 00
6.	Derived from mails	7,020 00
7.	Total earnings from passenger department	$229,899 23
8.	Derived from local freight on roads operated by this company	$201,904 14
9.	Derived from other roads as tolls or for use of freight cars	0 00
10.	Derived from freight from and to other roads on joint tariff	0 00
11.	Derived from other sources belonging to freight department	6,351 86
12.	Total earnings from freight department	$208,256 00
13.	Derived from rents for use of road and equipment when leased: Bar and restaurant	$3,996 00
14.	Total transportation earnings	$442,151 23
17.	Income derived from rent of property, other than road and equipment, specifying same: News route, cottages, etc.	4,550 13
18.	Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same	0 00
19.	Total income derived from all sources	$446,701 36

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1.	Taxes, State and local	$10,856 21
2.	General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	64,846 19
5.	Total	$75,702 40

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1.	Repairs of road (exclusive of bridges, new rails, and new ties)	$20,140 38
2.	Iron rails laid, deducting old rails taken up, (number of miles, 2 210-5280; weight per yard, 56 pounds). Number of miles, 2 210-5280; weight per yard, 56 pounds—new laid. Number of miles, 2 210-5280; weight per yard, 50 pounds—old iron taken up.	
4.	New ties (number, 350); cost, 25 cents.	
5.	Repairs of bridges	2,185 64
6.	Repairs of buildings and fixtures, (stations and turn-tables)	2,165 03
7.	Repairs of and additions to machine shops and machinery	12,302 40
10.	Repairs of locomotives	See No. 7
14.	Fuel for engines and cars: Number of cords of wood, 3,240; cost, $3 50	11,340 00
	Number of tons of coal, 3,336; cost, $10	33,360 00
15.	Water and water stations	4,404 87
16.	Fuel for stations and shops	609 00
17.	Oil and waste, etc.	905 55
19.	Total	$87,412 87

CLASS III.—PASSENGER TRAFFIC EXPENSES.

1.	Repairs of passenger, mail, baggage, and freight cars	$7,060 12
4.	Salaries, wages, and incidentals of passenger trains	17,397 96
5.	Salaries, wages, and incidentals of passenger stations	18,619 72
6.	Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same	0 00
7.	Amount paid other roads for balance of mileage and passenger cars	0 00
8.	Total	$43,077 80

Class IV.—Freight traffic expenses	Embraced in Class III.
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$206,193 07
10. Per train mile (total passenger and freight)	Can't be given accurately.
11. Percentage of expenses to total transportation earnings	.466
12. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed	0 00

NET INCOME, DIVIDENDS, ETC.

1. Total net income	$240,508 29
2. Percentage of same to capital stock and net debt	.0641
3. Percentage of same to total property and assets	.0617

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department, as per "Revenue for the Year," No. 7	$229,899 23
2. Per passenger train mile (233,128 train miles)	0.9861

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	$208,256 00
2. Per freight train mile (373,657 train miles)	0.5573

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS DECEMBER 31ST, 1877.

Debits.

Cost of road	$2,965,434 05
Cost of equipment	332,601 86
Other investments	470,941 78
Supplies and materials on hand	15,737 24
Cash, cash assets, and other items, specifying same:	
Cash on hand at stations and in transitu	22,049 77
Loans and bills receivable	91,502 64
Total	$3,898,267 34

Credits.

Capital stock	$3,750,000 00
Other debts (specifying same)—unpaid accounts	12,781 96
Profit and loss (profit, if any)*	135,485 38
Total	$3,898,267 34

* The total amount of profit to June 30th, 1877, ($638,506 26,) was credited to capital stock, which accounts for the present balance, December 31st, 1877.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1877.

	Debits.	Credits
Passenger receipts		$213,879 23
Freight		201,904 14
Miscellaneous		6,351 86
Express		9,000 00
Rental		8,546 13
Mail		7,020 00
Repairs of cars	$7,060 12	
Train expenses	17,397 96	
Station expenses	18,619 72	
Taxes	10,856 21	
Repairs of track	20,140 38	
Repairs of bridges	2,185 64	
Repairs of buildings	2,165 03	
Repairs of engines	12,302 40	
Locomotive expenses	11,340 00	
Steamer expenses	58,989 62	
Water expenses	4,404 87	
Amounts carried forward	$165,461 95	$446,701 36

PROFIT AND LOSS ACCOUNT—Continued.

	Debits.	Credits.
Amounts brought forward	$165,461 95	$446,701 36
Superintendent and Roadmaster	4,390 00	----------
Advertising	3,275 70	----------
Repairs of shop tools	735 15	----------
Loss and damage (property)	1,389 75	----------
Repairs of steamers	8,734 02	----------
Office expenses	7,138 50	----------
Stationery and printing	2,055 14	----------
Restaurant	2,976 76	----------
Interest and discount	2,121 79	----------
Legal expenses	1,897 70	----------
Wharfage and expenses	6,016 61	----------
	$206,193 07	----------
Profit for year	240,508 29	----------
Totals	$446,701 36	$446,701 36

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Donahue to Santa Rosa	January 1, 1870.
From Santa Rosa to Windsor	March 1, 1871.
From Windsor to Grant's	April 10, 1871.
From Grant's to Healdsburg	July 1, 1871.
From Healdsburg to Cloverdale	April 15, 1872.
From Fulton to Guerneville	May 29, 1876.
2. Length of main line of road from Donahue to Cloverdale	56.00 miles.
Length of main line in California	56.00 miles.
Length of main line in other States	0.00 miles.
4. Length of double track on main line	0.00 miles.
5. Branches owned by the company—names and description of, single or double track:	
Fulton and Guerneville	16.00 miles.
San Francisco and North Pacific Railroad, 4 feet 8½ inches guage (single); 56 lbs. rail.	
Fulton and Guerneville Branch, 4 feet 8½ inches gauge (single); 13 miles, 56 lbs.; 3 miles, 50 lbs.	
Sonoma and Marin Branch, 4 feet 8½ inches guage (single); 56 lbs.; length, 19 $\frac{4823}{5280}$ miles; sidings, 0 $\frac{2100}{5280}$ miles.	
From Petaluma to San Rafael, in course of construction, 19.9 miles.	
6. Total length of branches owned by the company	16.00 miles.
7. Total length of branches owned by the company in California	16.00 miles.
8. Total length of branches owned by the company in other States	0.00 miles.
9. Length of double track on branches	0.00 miles.
10. Total length of road belonging to this company*	72.00 miles.
11. Aggregate length of siding and other tracks not enumerated above	7.00 miles.
12. Same in California	7.00 miles.
13. Aggregate length of track belonging to this company computed as single track	* 79.00 miles.
14. Same in California, including sidings	
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	0.00 miles.
16. Number of spans of bridges of twenty-five feet and upwards	42
17. Number of iron bridges	0
18. Number of wooden bridges, (aggregate length, 13,484 10-12 feet)	394

* Not including from Petaluma to San Rafael.

BRIDGES BUILT WITHIN THE YEAR IN CALIFORNIA.

Location.	Kind.	Material.	Length.	When Built.
Sections 1 and 3	Trestle	Redwood and Oregon pine	136 feet.	November, 1877.
Sonoma and Marin Railroad	Piling	Redwood	2,728 feet.	1877.
Sonoma and Marin Railroad—Novato	Draw	Oregon pine	90 feet.	1877.
Sonoma and Marin Railroad—Gallinas	Draw	Oregon pine	86 feet.	1877.

19. Number of crossings of highways at grade, main line and branches	126
20. Number of crossings of highways over railroad	0
21. Number of crossings of highways under railroad	
22. Number of highway bridges eighteen feet above track	
23. Number of highway bridges less than eighteen feet above track	
24. Number of highway crossings at which gates or flagmen are maintained	
25. Number of highway crossings at which electric signals are maintained	
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	120
27. Number of railroad crossings at grade, specifying each	0
Number of private or fence crossings having gates	168
28. Number of railroad crossings over other roads, specifying same	0
29. Number of railroad crossings under other railroads, specifying each	0
30. Roads belonging to other companies, operated by this company under lease or contract	None.
34. Total miles of road operated by this company	72
35. Total miles of road operated by this company in California	72
37. Number of stations on all roads owned by this company	27
39. Miles of telegraph on line of road operated by this company	0
40. Miles of telegraph owned by this company	0
41. Number of telegraph offices in company stations	8
42. Number of telegraph stations operated by this company	0
43. Number of telegraph stations operated jointly by railroad and telegraph companies	7

ROLLING STOCK.

	Number.	Average Weight, (Pounds).
1. Locomotives	8	96,000
Average weight of engines in working order		94,500
Maximum weight of engines in working order		94,500
2. Tenders in working order		40,000
Average weight of tenders full of fuel and water		37,500
Maximum weight of tenders full of fuel and water		40,000
Average joint weight of engines and tenders		94,500
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 42 feet.		
4. Total length of heaviest engine and tender over all, 53 feet.		
5. Snow plows	0	
6. Passenger cars	11	
Average weight		34,700
Maximum weight		36,500
7. Mail and baggage cars	3	
8. Eight-wheel box freight cars	40	
9. Four-wheel box freight cars	0	
10. Eight-wheel platform cars	100	
11. Four-wheel platform cars	0	
12. Other cars:		
Hand and push	24	
Gravel (no coal cars)	30	

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	140
15. Number of locomotives equipped with train brakes	4
Kind of brake	Westinghouse air.
16. Number of cars equipped with train brakes	12
Kind of brake	Westinghouse air.
17. Number of passenger cars with Miller platform and buffer, (nine coaches and three baggage)	12

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	233,128
2. Rate of speed of express passenger trains, including stops	25 miles per hour.
3. Rate of speed of accommodation trains, including stops	20 miles per hour.
4. Miles run by freight trains	373,657
5. Rate of speed of express freight trains, including stops	18
6. Rate of speed of accommodation freight trains, including stops	12
8. Total train miles run	606,785
9. Total number of passengers carried	110,867
10. Total passenger mileage, or passengers carried one mile	5,115,755
12. Number of tons carried (not including gravel)	63,012
13. Total freight mileage, or tons carried one mile	2,635,243
14. Freight mileage to and from other roads	0
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents.
16. Lowest rate of fare per mile for any distance (single fare)	2.85 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	3.93 cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	No ferry or season tickets.
18. Average rate of fare per mile received from passengers to and from other roads	None.
20. Average rate of fare per mile for all passengers	4.5 cents.
21. Highest rate of freight per ton per mile for any distance	15 cents.
22. Lowest rate of freight per ton per mile for any distance	5.76 cents.
23. Average rate of local freight per ton per mile on roads operated by this company	7.66 cents.
24. Average rate of freight per ton per mile to and from other roads	No connection with other roads.
25. Average rate of freight per ton per mile for all	7.66 cents.
26. Average number of cars in passenger trains (including baggage cars)	4
27. Average number of cars in freight trains—basis of eight-wheel	18
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	108 tons.
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	180 tons.
30. Number of persons regularly employed by company, including officers: On steamers, 30; on line, 165; in general office, 5; total	200

RELATING TO PASSENGERS.

2. Passengers to San Francisco (including season)	40,170
3. Passengers from San Francisco (including season)	46,427

LIST OF ACCIDENTS IN CALIFORNIA.

From their own misconduct or carelessness:	
Passengers killed or injured	0
Employés injured	2
Others killed	1

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

Patrick Fleming, an employé on section number six, was killed at Mark West Station, by train number three, on November 10th. He attempted to step on the train while in motion, and was caught between the smoking car and station platform, and crushed to death.

Oscar M. Butts, a boy, killed at Fulton, October 30th, at Fulton Station, while coupling cars, through his own carelessness, after having been repeatedly warned off from attempting to get on the train.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line and Branches.	From—	To—	Length of Track (all single) December 31, 1877.							
			Roadway.			Sidings.		Roadway and Sidings.		
			Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron. (b)	Steel. (c)	Iron and Steel.
Main line—all within State	Donahue	Cloverdale	56.00	0.00	56.00	6.00	0.00	62.00	0.00	62.00
Fulton and Guerneville Branch	Fulton	Guerneville	16.00	0.00	16.00	1 00	0.00	17.00	0.00	17.00
Sonoma and Marin Branch	Petaluma	San Rafael	19.90	0.00	19.90	0.40	0.00	20.30	0.00	20.30

Total on whole road, December 31st, 1877	91.90
Total on whole road, December 31st, 1876	69.00
Total constructed during year	3.00
Total within the State in course of construction during year	19.90

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1876—All within State.			December 31, 1877—All within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	158	88	13,904	158	88	13,904
Length of steel rail	0			0		
Total length of iron rail laid during the year				31,680 feet.		
Total length of steel rail laid during the year				None.		
Of the iron rail, the length of re-rolled iron was				None.		

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Peter Donahue, President of the San Francisco and North Pacific Railroad Company, and P. E. Dougherty, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing pages and sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed):

P. DONAHUE,
P. E. DOUGHERTY,
ARTHUR HUGHES, General Manager.

Subscribed and sworn to before me, this 16th day of September, 1878, by Arthur Hughes, the President and Secretary being absent.

JOHN HAMILL, Notary Public.

SAN PABLO AND TULARE RAILROAD COMPANY.

Returns of the San Pablo and Tulare Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, Director	San Francisco.
Mark Hopkins, Director	San Francisco.
E. H. Miller, Jr., Director	San Francisco.
E. S. Miller, Director	San Francisco.
W. V. Huntington, Director	San Francisco.
Leland Stanford, President	San Francisco.
Mark Hopkins, Treasurer	San Francisco.
J. O'B. Gunn, Secretary	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

San Francisco ..... California.

The San Pablo and Tulare Railroad Company was incorporated July 19th, 1871.

CAPITAL STOCK.

1.	Capital stock authorized by charter*	$3,750,000 00
2.	Capital stock authorized by votes of company	3,750,000 00
3.	Capital stock issued (number of shares, 0); amount paid in	0 00
4.	Capital stock paid in on shares not issued (number of shares, 1,503)	15,030 00
5.	Total amount paid in as per books of the company	15,030 00
6.	Amount of capital stock issued but not full paid	0 00
7.	Amount per share still due thereon	0 00
8.	Par value of shares issued (none issued); par value	100 00
9.	Total number of stockholders 11	
10.	Number of stockholders in California 10	
11.	Amount of stock held in California	102,600 00

*By original articles of incorporation.

DEBT.

12.	Funded debt	$0 00
14.	Unfunded debt: Incurred for construction, equipment, or purchase of property	457,258 96
15.	Total amount of unfunded debt	$457,258 96
16.	Total gross debt liabilities	$457,258 96
17.	Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets	0 00
18.	Total net debt liabilities	$457,258 96
19.	Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each	0 00
20.	Amount of claims against the company which for any reason have not been entered upon the books	No settlement or adjustment of accounts with contractors, who are still building the road.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To June 30, 1877.	To December 31, 1877.
1. Grading and masonry		
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations	*$280,756 47	*$472,288 96
6. Engine houses, car sheds, and turn-tables		
7. Machine shops, including machinery and tools		
8. Interest		
9. Engineering		
Agencies, salaries, and other expenses during construction		
11. Total cost of construction	$280,756 47	$472,288 96

* Not segregated.

Equipment ..... No equipment has been furnished to this company.

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNT.

19. Lands	
20. Stock of other roads	
21. Bonds of other roads	
22. Other securities	None.
23. Steamboat property	
24. Investments in transportation lines	
25. Other property purchased	
26. Total for property purchased, etc.	$0 00
27. Whole amount of permanent investments	472,288 96
28. Property in California	472,288 96
29. Amount of supplies and materials on hand	0 00
30. Cash and cash assets	0 00
31. Total property and assets of the company	472,288 96
32. Sinking and contingent funds	None.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	
2. Bridging	
3. Superstructure, including rails	
4. Land	
Land damages	
Fences	*$191,532 49
5. Passenger and freight stations	
Wood sheds and water stations	
6. Engine houses, car sheds, and turn-tables	
7. Machine shops	
8. Engineering, agencies, salaries, and other expenses during construction	
9. Locomotives	
10. Snow plows on wheels	
11. Parlor cars	
12. Sleeping cars	None.
13. Passenger, mail, and baggage cars	
14. Freight and other cars	
15. Purchase of other roads, specifying what	

* Not segregated.

Amount carried forward $191,532 49

Amount brought forward	$191,532 49
16. Subscriptions or loans to other roads, specifying same	0 00
17. Any other expenditures charged to property account, specifying same	0 00
18. Total	$191,532 49
19. Property sold and credited to property account during the year, specifying same	0 00
20. Net addition to property account for the year	191,532 49
Revenue for the year	The road has not been opened for traffic purposes, and has no revenue.
Expenses for operating the road for the year	The road not being yet opened has no operating expenses whatever.
Net income, dividends, etc.	No income, no dividends, no expenses of operating, road not yet being opened for business.
Earnings, expenses, net earnings, etc., of passenger and freight departments	

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

	June 30, 1877.	December 31, 1877.
Debits.		
Cost of road	$280,756 47	$472,288 96
Cash, cash assets, and other items (specifying same):		
Stockholders	135,270 00	135,270 00
Totals	$416,026 47	$607,558 96.
Credits.		
Capital stock	$150,300 00	$150,300 00
Other debts (specifying same):		
Contractors, for construction	265,726 47	457,258 96
Totals	$416,026 47	$607,558 96

Profit and loss account for the year ending December 31st, 1877	Road not being opened for business, there are no entries to be made to this account.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use	No part of road is yet opened for public use.
2. Length of main line of road	Not completed.
3. Length of line with track laid, if road is not completed	28.2774 miles.
4. Length of double track on main line	0
5. Branches owned by the company	0
10. Total length of road belonging to this company	28.2774 miles.
11. Aggregate length of siding and other tracks not enumerated above	3.5348 miles.
12. Same in California	3.5348 miles.
13. Aggregate length of track belonging to this company computed as single track	31.8122 miles.
14. Same in California	31.8122 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail (weight per yard, 50 pounds)	59.1708 miles.
17. Number of spans of bridges of 25 feet and upwards	1
18. Number of wooden bridges (aggregate length, 1,682 feet)	42

BRIDGES BUILT WITHIN THE YEAR IN CALIFORNIA.

Location.	Kind.	Material.	Length, (feet.)	When Built.
Between Tracy and Antioch	Pile trestle	Wood	1,014	June to August, 1877.
Marsh Creek	Straining beam	Wood	60	May, 1877.

19. Number of crossings of highways at grade	Crossings not yet fully defined or completed by contractor.
20. Number of crossings of highways over railroad	
21. Number of crossings of highways under railroad	
22. Number of highway bridges eighteen feet above track	None.
23. Number of highway bridges less than eighteen feet above track	
24. Number of highway crossings at which gates or flagmen are maintained	
25. Number of highway crossings at which electric signals are maintained	
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	
27. Number of railroad crossings at grade, specifying each (One crossing, Central Pacific Railroad, at Tracy.)	1
28. Number of railroad crossings over other roads, specifying same	None.
29. Number of railroad crossings under other railroads, specifying each	
30. Roads belonging to other roads operated by this company under lease or contract	
34. Total miles of road operated by this company	Road not yet opened for public use; stations not built; telegraph line not completed.
35. Total miles of road operated by this company in California	
36. Number of stations on all roads operated by this company	
37. Number of stations on all roads owned by this company	
38. Same in California	
39. Miles of telegraph on line of road operated by this company	
40. Miles of telegraph owned by this company	
41. Number of telegraph offices in company stations	
42. Number of telegraph stations operated by this company	
43. Number of telegraph stations operated jointly by railroad and telegraph companies	
Rolling stock	No rolling stock of any kind.
Mileage, traffic, etc.	Road not in operation.
List of accidents in California	Road not in operation. No accidents.

TABLE A.

Funded debt	None.

TABLE B.

United States Government bonds issued to the company	None.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line and Branches.	From—	To—	Length of Track (all single) December 31, 1877.							
			Roadway.			Sidings.		Roadway and Sidings.		
			Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
								(b)	(c)	
Main line—all within State	Tracy	Near Antioch	0.1111	28.1663	28.2774	2.1157	1.4191	2.2268	29.5854	31.8122
Total on whole road, December 31st, 1877			0.1111	28.1663	28.2774	2.1157	1.4191	2.2268	29.5854	31.8122
Total on whole road, December 31st, 1876			0.1225	0.0000	0.1225	0.1875	0.0000	0.3100	0.0000	0.3100
Total constructed during year—all within State			0.0000	28.1663	28.1663	1.9282	1.4191	1.9282	29.5854	*31.5136

The length of all rail is double the length of single track, columns (b) and (c) above.	December 31, 1876—All within State.			December 31, 1877—Within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	0.62	44	27.28	4.4536	44.0000	159.96
Length of steel rail	0.00			59.1708	39.2857	2,324.53
Total length of iron rail laid during the year				3.8564	44.0000	169.68
Total length of steel rail laid during the year				59.1708	39.2857	2,324.53
Of the iron rail, the length of re-rolled iron was				0.0000		

* Sixty feet of iron rail in main track removed in 1877, and replaced with sixty feet of steel, which amount is shown as constructed during 1877, also 1876.

TABLE D.

Grants or donations, in bonds or money, from States, counties, towns, corporations, or individuals, not repayable by company	None.

TABLE E.

Other aids or grants, from the United States, States, counties, corporations, or individuals	None.

TABLE F.

Sales of lands granted by the United States Government	None granted.

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Leland Stanford, President of the San Pablo and Tulare Railroad Company, and Jas. O'B. Gunn, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing thirty-eight sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed): LELAND STANFORD,
JAS. O'B. GUNN.

Subscribed and sworn to before me, this 27th day of June, 1878.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

SOUTH BAY RAILROAD AND LAND COMPANY.

[No report made by this company for year ending December 31st, 1877.]

SOUTHERN PACIFIC RAILROAD COMPANY.

Returns of the Southern Pacific Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles Crocker, Director	San Francisco.
David D. Colton, Director	San Francisco.
H. M. Newhall, Director	San Francisco.
Charles Mayne, Director	San Francisco.
N. T. Smith, Director	San Francisco.
Jerome Madden, Director	San Francisco.
J. L. Willcutt, Director	Oakland.
Charles Crocker, President	San Francisco.
David D. Colton, Vice-President	San Francisco.
N. T. Smith, Treasurer	San Francisco.
J. L. Willcutt, Secretary	Oakland.
George E. Gray, Chief Engineer	San Francisco.
A. C. Bassett, Superintendent	San Francisco.
Jerome Madden, Land Agent	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Southern Pacific Railroad Company ..... San Francisco.

The Southern Pacific Railroad Company was incorporated December 18th, 1878, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

1		2		3	
Names of Railroad Companies.	Dates of Incorporation.	Names of Railroad Companies.	Dates of Incorporation.	Names of Railroad Companies	Dates of Incorporation.
Southern Pacific Railroad Company	August 9, 1873	Southern Pacific Railroad Company	Oct. 12, 1870	The San Francisco and San José Railroad Company	Aug. 18, 1860.
				Southern Pacific Railroad Company	Dec. 2, 1865.
				Santa Clara and Pajaro Valley Railroad Company	Jan. 2, 1868.
				California Southern Railroad Company	Jan. 22, 1870.
Los Angeles and San Pedro Railroad Company	Feb. 18, 1868.	Southern Pacific Branch Railroad Company	Dec. 23, 1872.		

CAPITAL STOCK.

1.	Capital stock authorized by charter*	$30,000,000 00
2.	Capital stock authorized by votes of company	90,000,000 00
3.	Capital stock issued (number of shares, 364,770); amount paid in	36,477,000 00
4.	Capital stock paid in on shares not issued (number of shares, 16,450)	286,900 00
5.	Total amount paid in as per books of the company	36,763,900 00
6.	Amount of capital stock issued but not full paid	0 00
7.	Amount per share still due thereon — $80 per share on 12,240 shares; $90 per share on 4,210 shares	82.559
8.	Par value of shares issued	100 00
9.	Total number of stockholders	31
10.	Number of stockholders in California	23
11.	Amount of stock held in California	31,313,950 00

*By original articles of incorporation.

DEBT.

12. Funded debt, as follows:		
Bonds		$29,300,000 00
Interest paid on same during year	$1,636,830 00	
Certificates of indebtedness		0 00
Interest paid on same during year	0 00	
13. Total amount of funded debt		$29,300,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$1,146,945 13
All other debts, current credit balances, etc.		257,054 38
15. Total amount of unfunded debt		$1,403,999 51
16. Total gross debt liabilities		$30,703,999 51
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand		48,793 60
Materials and supplies on hand		86,490 56
Sinking funds		0 00
Other securities and debt balances		18,275 54
18. Total net debt liabilities		$30,550,439 81
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each		0 00
20. Amount of claims against the company which for any reason have not been entered upon the books		0 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1876.	To December 31, 1877.
1. Grading and masonry		
2. Bridging		
3. Superstructure, including rails	$52,632,896 81	$64,101,474 89
4. Land, including depot grounds		
Land damages		
Fences		
5. Passenger and freight stations and water stations	538,584 70	626,938 64
6. Engine houses and car sheds, (turn-tables included in track)	81,805 04	105,176 40
7. Machine shops, including machinery and tools	115,133 81	132,148 73
9. Engineering, agencies, salaries, and other expenses during construction *		
11. Total cost of construction	$53,368,420 36	$64,965,738 66

*Included in contract for construction of road.

Equipment.

	Number.	To December 31, 1876. Cost.	Number.	To December 31, 1877. Cost.
12. Locomotives	43	$531,540 43	43	* $533,127 32
14. Parlor cars	1	9,250 00	1	9,250 00
16. Passenger cars	65	270,356 27	68	280,000 00
Baggage cars	8	29,100 00	10	35,000 00
17. Freight cars	929	850,478 78	949	869,500 00
Other cars	110	13,575 87	191	25,377 94
18. Total for equipment		$1,704,301 44		$1,752,255 26

*Addition of air brakes.

19. Lands	None.
20. Stock of other roads	
21. Bonds of other roads	
22. Other securities	
23. Steamboat property, specifying each:	
Steamers Los Angeles and Cricket, and equipments; twelve lighters and one scow, and equipments; twelve small boats and equipments	Acquired by consolidation.
24. Investments in transportation lines	None.
25. Other property purchased:	Partially acquired by consolidation, and partly under contract for construction of road.
Office and station furniture	
Telegraph instruments	
Wharf and ship yards	
27. Whole amount of permanent investments	$66,717,993 92
28. Property in California	66,717,993 92
29. Amount of supplies and materials on hand	86,490 56
30. Cash and cash assets	67,069 14
31. Total property and assets of the company	66,871,553 62
32. Sinking and contingent funds	None.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry		
2. Bridging		
3. Superstructure, including rails		$11,468,578 08
4. Land, including depot grounds		
Land damages		
Fences		
5. Passenger and freight stations		67,181 58
Wood sheds and water stations		21,172 36
6. Engine houses and car sheds (turn-tables included in track)		23,371 36
7. Machine shops and machinery and tools		17,014 92
8. Engineering, agencies, salaries, and other expenses during construction		Included in contract for construction of road.
9. Locomotives		1,586 80
13. Passenger, mail, and baggage cars (number, 5)		15,543 73
14. Freight and other cars (number, 101)		30,823 29
15. Purchase of other roads, specifying what		None.
18. Total		$11,645,272 12
19. Property sold and credited to property account during the year, specifying same		0 00
20. Net addition to property account for the year		11,645,272 12

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company		
2. Derived from passengers from and to other roads, over roads operated by this company		$505,621 41
5. Derived from express		16,395 08
6. Derived from mails		8,940 25
7. Total earnings from passenger department		$530,956 74
8. Derived from local freight on roads operated by this company		329,704 24
10. Derived from freight from and to other roads on joint tariff		Included in No. 8.
12. Total earnings from freight department		$329,704 24
13. Derived from rents for use of road and equipment when leased		3,082,551 12
14. Total transportation earnings		$3,943,212 10
15. Earnings per mile of road operated—161 miles	$5,345 72	
16. Per train mile (total passenger and freight)—372,397 miles	2 31	
17. Income derived from rent of property, other than road and equipment, specifying same:		
Rent of buildings in San Francisco and along the line of the road		8,568 41
Amount carried forward		$3,951,780 51

Amount brought forward	$3,951,780 51
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same:	
Storage earnings	5,655 45
Miscellaneous earnings	3,770 65
Telegraph earnings	2,400 00
19. Total income derived from all sources	$3,961,606 61

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Expenses of Superintendents	$5,250 64
Station service	68,131 69
Train service	60,272 29
Locomotive service	105,085 70
Office expense	35,254 79
Stationery and printing	5,680 46
Advertising	4,556 23
Repairs of tools	5,627 05
Repairs of cars	25,971 60
Miscellaneous expense	4,386 43
Mail service	1,037 50
Loss and damage (property)	678 84
Allowance account expense leased road *	1,541,399 10
Damages (personal)	441 95
4. Telegraph expenses	6 74
5. Total	$1,863,781 01
6. Proportion belonging to passenger department 7. Proportion belonging to freight department	See note, page 155.

* Not included in showing Nos. 9, 10 and 11, page 155, same being only the northern division of road.

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$84,086 13
2. Iron rails laid, deducting old rails taken up, (number of miles, 0)	0 00
3. Steel rails laid, deducting old rails taken up Number of miles, 12.01; weight per yard, 56 pounds	Charged to renewal of track; see profit and loss account.
4. New ties (number, 17,130); cost $6,423 75	Included in above.
5. Repair of bridges	12,094 90
6. Repairs of buildings and fixtures (stations and turn-tables)	7,564 40
7. Repairs of and additions to machine shops and machinery	Included in repairs buildings.
8. Repairs of fences, road crossings, and signs	1,014 86
10. Repairs of locomotives	30,042 07
14. Fuel for engines and cars:	
Number of cords of wood, 644.25; cost	*3,321 25
Number of tons of coal, 8,994; cost	*52,055 86
15. Water and water stations	6,775 29
16. Fuel for stations and shops	Included in station service.
17. Oil and waste	*3,685 38
18. Switchmen, watchmen, flag and signalmen	Included in other accounts.
19. Total	$141,577 65
20. Proportion of same to passenger department 21. Proportion of same to freight department	See note, page 155.
22. Of the above there was expended for other than ordinary repairs	None.
Class III—Passenger traffic expenses Class IV—Freight traffic expenses	Unable to make division of freight and passenger expenses; see note, page 155.

* Included in locomotive service.

Amount carried forward	$1,541,399 10

Amount brought forward		$1,541,399 10
7. Amount paid other roads for balance of mileage of passenger and freight cars		No balance.
9. Total expenses of operating the road, exclusive of leased road, embraced in Classes I, II, III, and IV		463,959 56
10. Per train mile (total passenger and freight)—372,397 miles	1.246	
11. Percentage of expenses to total transportation earnings—161 miles	539 per cent.	
12. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed		0 00
13. Total expenses		$2,005,358 66

NET INCOME, DIVIDENDS, ETC.

4. Interest accrued during the year:		
On funded debt		$1,638,830 00
On other debt		116,871 10
Total		$1,753,701 10
5. Dividends declared		None.
7. Balance for the year, or surplus		133,171 62
8. Deficit at commencement of year	$744,804 57	
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	15,287 06	
9. Deficit at commencement of the year, as changed by aforesaid entries		729,517 51
10. Total deficit December 31st, 1877		596,345 89

Earnings, expenses, net earnings, etc., of passenger and freight departments.*

* It is impossible to arrive at anything like an accurate estimate of expenses of either the freight or passenger department. Take, for instance, the item of "track repairs," the number of trains, both freight and passenger, and their speed, varying to such an extent, there being no rule to work from, and the great diversity of opinion of different railroad companies, based upon their extended experiences, some claiming a certain percentage to one department, and others a different rate. The same can be said of station service, and nearly every branch of operating expenses, the two departments being so closely connected as to be unable to be separated with justice to either department.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

	To December 31, 1876.	To December 31, 1877.
Debits.		
Cost of road	$53,368,420 36	$64,965,738 66
Cost of equipment	1,704,301 44	1,752,255 26
Supplies and materials on hand	75,507 54	86,490 56
Cash, cash assets, and other items (specifying same):		
Cash	212,390 74	48,793 60
Current accounts	207,215 91	9,918 39
Other accounts	158,928 48	8,357 15
Profit and loss (loss, if any)	744,804 57	596,345 89
Totals	$56,471,569 04	$67,467,899 51
Credits.		
Capital stock	$31,064,800 00	$36,763,900 00
Funded debt	23,821,000 00	29,300,000 00
Other debts (specifying same):		
Western Development Company	16,593 14	1,027,695 13
Land Trust Fund and stumpage	298,145 30	213,707 97
Due for interest—coupons not presented	268,410 00	119,250 00
Current accounts	71,989 65	41,865 61
Other accounts	930,630 95	1,480 80
Totals	$56,471,569 04	$67,467,899 51

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1877.

	Debits.	Credits.
To balance	$744,804 57	
To operating expenses	2,005,358 66	
To renewal of track	99,647 41	
To general expense	73,220 39	
To legal expense	110,001 70	
To taxes	15,223 11	
To street assessments	2,970 51	
To interest	116,871 10	
To interest on bonds	1,636,830 00	
To United States Post-office Department	829 02	
To other accounts	359 22	
By road earnings		$3,961,606 61
By engine rental		12,876 13
By Trustees' first mortgage bonds		198,000 00
By discount on bonds		22,000 00
By balance		611,632 95
Totals	$4,806,115 69	$4,806,115 69
To balance brought down	$611,632 95	
By auditor's ledger (profit and loss account in suspense)		$15,287 06

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

From San Francisco to Menlo Park	October 17, 1863.
To San José	January 16, 1864.
To Perry's	January 11, 1869.
To Gilroy	March 13, 1869.
To Pajaro	Nov. 27, 1871.
To Salinas	Nov. 1, 1872.
To Soledad	August 12, 1873.
From Carnadero to Hollister	July 31, 1870.
To Tres Pinos	August 12, 1873.
From Goshen to Huron	February 1, 1877.
From Goshen to Tipton	July 25, 1872.
To Delano	July 14, 1873.
To ten miles south of Lerdo	August 1, 1874.
To Sumner	October 26, 1875.
To Caliente	April 26, 1876.
To Keene's	May 26, 1876.
To Mojave	August 9, 1876.
To Tunnel	Sept. 6, 1876.
To San Fernando	January 1, 1876.
To Los Angeles	April 15, 1874.
To Spadra	April 15, 1874.
To Colton	July 16, 1875.
To Indio	May 29, 1876.
To Dos Palmas	March 8, 1876.
To Pilot Knob	April 29, 1877.
To Colorado River	May 23, 1877.
From Los Angeles to Wilmington	October 26, 1869.

2. Length of main line of road from San Francisco to Yuma, Arizona	713.09 miles.
Length of main line in California	712.04 miles.
Length of main line in other States	1.04 miles.
3. Length of line with track laid, if road is not completed	None.
4. Length of double track on main line	None.
5. Branches owned by the company	None.
10. Total length of road belonging to this company	713.09 miles.
11. Aggregate length of siding and other tracks not enumerated above	49.64 miles.
12. Same in California	48.44 miles.
13. Aggregate length of track belonging to this company computed as single track	762.73 miles.
14. Same in California	760.49 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail, (weight per yard, 50 lbs)	363.60 miles.

16. Number of spans of bridges of twenty-five feet and upwards	52
17. Number of iron bridges	None.
18. Number of wooden bridges, (aggregate length, 3,481 feet)	22
Bridges built within the year in California:	
Location	Colorado River at Yuma (partly in Arizona Territory).
Kind	Straining beam and draw-bridge.
Material	Wood.
Length	668 feet.
When built	Finished in September.
19. Number of crossings of highways at grade	311
Street crossings in San Francisco and San José	79
20. Number of crossings of highways over railroad	2
21. Number of crossings of highways under railroad	None.
22. Number of highway bridges eighteen feet above track	
23. Number of highway bridges less than eighteen feet above track—one, 17 9-12 feet; one, 16 6-12 feet	2
24. Number of highway crossings at which gates or flagmen are maintained	None.
25. Number of highway crossings at which electric signals are maintained	
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	390
27. Number of railroad crossings at grade, specifying each	1
(At Santa Clara, crossing the South Pacific Coast Railroad.)	
28. Number of railroad crossings over other roads, specifying same	None.
29. Number of railroad crossings under other railroads, specifying each	
30. Roads belonging to other companies, operated by this company under lease or contract	
34. Total miles of road operated by this company*	160.89
35. Total miles of road operated by this company in California	160.89
36. Number of stations on all roads operated by this company	56
37. Number of stations on all roads owned by this company	124
38. Same in California	123
39. Miles of telegraph on line of road operated by this company	160.89
40. Miles of telegraph owned by this company	713.09
41. Number of telegraph offices in company stations	43
42. Number of telegraph stations operated by this company	21
43. Number of telegraph stations operated jointly by railroad and telegraph companies	43

* *Explanation.*—The Northern Division of the road, which is operated by this company, extends from San Francisco to Soledad ..... 142.89 miles.
From Carnadero to Tres Pinos ..... 18.00 miles.

160.89 miles.

The Southern Divisions, which are leased to and operated by the Central Pacific Railroad Company, extend from Huron to Fort Yuma ..... 552.20 miles.

Total ..... 713.09 miles.

ROLLING STOCK.

	Number.	Average Weight, (Ton of 2,000 pounds).
1. Locomotives—Northern Division, 25; Southern Division, 18	43	
Average weight of engines in working order		32.3
Maximum weight of engines in working order		40.0
2. Tenders—Northern Division, 24; Southern Division, 18	42	
Average weight of tenders full of fuel and water		23.2
Maximum weight of tenders full of fuel and water		28.0
Average joint weight of engines and tenders		55.5
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 45 feet.		
4. Total length of heaviest engine and tender over all, 53 6-12 feet.		
6. Passenger cars—Northern Division, 53; Southern Division, 16	69	
Average weight		18.2
Maximum weight		27.9
7. Mail and baggage cars—Northern Division, 8; Southern Division, 2	10	15.7
8. Eight-wheel box freight cars—Northern Division, 373; Southern Division, 208	581	9.8
10. Eight-wheel platform cars—Northern Division, 190; Southern Division, 157	347	8.0
11. Four-wheel platform cars—Northern Division, 21; Southern Division, 0	21	3.5
12. Other cars—Northern Division, 69; Southern Division, 122	191	
13. Total market value*		

*In the absence of any demand for rolling stock, there is no basis upon which the market value can be determined.

15. Number of locomotives equipped with train brakes	21
Kind of brake	Westinghouse air.
16. Number of cars equipped with train brakes	66
Kind of brake	Westinghouse air.
17. Number of passenger cars with Miller platform and buffer	73

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	226,108
2. Rate of speed of express and local passenger trains, including stops	18 to 25 miles per hour.
3. Rate of speed of accommodation trains, including stops	
4. Miles run by freight trains	99,068
5. Rate of speed of express freight trains, including stops	None run.
6. Rate of speed of accommodation freight trains, including stops	6 to 10 miles per hour.
7. Miles run by other trains, and for what purpose:	
Mixed trains (freight and passenger)	44,752
Special passenger trains	1,634
Special freight trains	835
8. Total train miles run	372,397
9. Total number of passengers carried	423,338½
10. Total passenger mileage, or passengers carried one mile	14,339,627
11. Passenger mileage to and from other roads	14,701,709
12. Number of tons carried (not including gravel)	91,293
13. Total freight mileage, or tons carried one mile	8,096,088¾
14. Freight mileage to and from other roads*	
15. Highest rate of fare per mile for any distance (exceeding one mile)	10 cents, maximum.
16. Lowest rate of fare per mile for any distance (single fare)	2.7 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	3.82 cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	No ferry.
18. Average rate of fare per mile received from passengers to and from other roads	4.12 cents.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	0.78 cents.
20. Average rate of fare per mile for all passengers	3.53 cents.

*No accounts have been kept from which the freight mileage can be obtained.

21.	Highest rate of freight per ton per mile for any distance	15 cents maximum.
22.	Lowest rate of freight per ton per mile for any distance	2.25 cents.
23.	Average rate of local freight per ton per mile on roads operated by this company	4.065 cents.
24.	Average rate of freight per ton per mile to and from other roads	
25.	Average rate of freight per ton per mile for all	
26.	Average number of cars in passenger trains (including baggage cars)	*
27.	Average number of cars in freight trains—basis of eight-wheel	
28.	Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	
29.	Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	
30.	Number of persons regularly employed by company, including officers	450

* Owing to the change in number of cars at almost every station, it is impossible to arrive at an answer to these questions.

RELATING TO PASSENGERS.

1.	Total season ticket passengers (round trip)*	
2.	Passengers to San Francisco (including season)	172,301
3.	Passengers from San Francisco (including season)	173,774½
4.	Season ticket passengers to and from San Francisco (one round trip daily)	53,550

* Season tickets only between San Francisco and San José stations. See No. 4.

LIST OF ACCIDENTS IN CALIFORNIA.*

	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total—in California.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers			1	1	1	1	1	1
Employés		1		1		2		2
Others			4	5	4	5	4	5
Totals		1	5	7	5	8	5	8

* On portions of road operated by the company.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

February 14th, 1877—At San Mateo; P. Whalen; cut in head; not serious; drunk and fell alongside track as train was passing.

March 21st, 1877—At San Mateo; Aug. Schlofeldt; killed; asleep on track; dark night; run over by freight train.

May 5th, 1877—At San Francisco; J. D. Harrison, Jr.; several toes of one foot crushed; attempting to get on train while passing through city limits.

May 27th, 1877—At San Francisco; J. Demartini; cut and bruised about face and head; jumped off excursion train while in motion.

May 28th, 1877—At Gilroy; Chinaman; killed; riding on platform of caboose car while train was switching; fell under wheels.

June 12th, 1877—At San Francisco; P. H. Murphy; shoulder dislocated; driver of street car, which was thrown from track attempting to cross almost directly in front of engine.

June 13th, 1877—At Bernal; Phillis McHugh; killed; deaf, and attempting to cross track in front of train.

June 27th, 1877—At San Mateo; F. E. Allen, brakeman; arm bruised, making coupling.

September 21st, 1877—At Santa Clara; Daniel Shea; killed; asleep on track; dark night; run over by train.

November 22d, 1877—At San Francisco; John Burns; leg broken; driver of wagon, with which he attempted to cross track, heedless of signals given by approaching train.

December 17th, 1877—At San José; James Howard; track laborer; arm wrenched; jacket sleeve caught in crank of hand-car.

December 27th, 1877—At San Miguel; Henry Germain; killed; insane; suicide; threw himself on track in front of train.

December 29th, 1877—At San Francisco; John Moran; severely bruised about the head; drunk; staggered off platform and run over by coach.

TABLE A.—FUNDED DEBT. TO INCLUDE ALL BONDS PAYABLE BY THE COMPANY, EXCEPT UNITED STATES GOVERNMENT BONDS.

Character of.	Series.	Date.	Due.	In what money payable — Interest and principal	Interest. Rate.	Interest. Payable.
First mortgage	A	Apr. 1, 1875	Apr. 1, 1905	Gold	6	October and April.
First mortgage	B	Oct. 1, 1875	Oct. 1, 1905	Gold	6	April and October.
First mortgage	C	Oct. 1, 1876	Oct. 1, 1906	Gold	6	April and October.
First mortgage	D	Oct. 1, 1876	Oct. 1, 1906	Gold	6	April and October.

Character of.	Authorized amount.	Total Issued. December 31, 1876.	Total Issued. December 31, 1877.	Accrued Interest. During Year.	Accrued Interest. Over-due.	Amount of Bonds Outstanding December 31, 1877.
First mortgage	$15,000,000	$15,000,000	$15,000,000	$893,700	$89,250	$14,790,000
First mortgage	5,000,000	5,000,000	5,000,000	299,700	30,000	4,990,000
First mortgage	5,000,000	3,821,000	5,000,000	300,000	----------	5,000,000
First mortgage	5,000,000	0	4,520,000	143,430	----------	4,520,000

BONDS REDEEMED DURING YEAR ENDING DECEMBER 31ST, 1877.

Character of.	Series.	Amount.	Cost.	Discount.
First mortgage	A	$210,000	$189,000	$21,000
First mortgage	B	10,000	9,000	1,000

TABLE B.

United States Government bonds issued to the company ---------- None.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line and Branches.	From—	To—	Length of Track, (all single,) December 31, 1877.							
			Roadway—All Single Track.			Sidings.		Track and Sidings.		
			Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron. (b)	Steel. (c)	Iron and Steel.
Main line without State	State line	Yuma, Arizona Ter'y		1.04	1.04		1.20		2.24	2,24
Main line within State:										
Northern Division	San Francisco	Tres Pinos and Soledad	139.63	21.26	160.89	20.68		160.31	21.26	181.57
Goshen Division	Huron	Goshen		40.30	40.30		1.31		41.61	41.61
Tulare Division	Goshen	Mojave	96.85	44.81	141.66	5.74	4.42	102.59	49.23	151.82
Los Angeles Division	Mojave	Los Angeles	20.53	78.59	99.12	1.67	3.35	22.20	81.94	104.14
Yuma Division	Los Angeles	State line, near Yuma	85.64	162.19	247.83	3.51	5.13	89.15	167.32	256.47
Wilmington Division	Los Angeles	Wilmington	22.25		22.25	2.63		24.88		24.88
Total on whole road, December 31st, 1877			364.90	348.19	713.09	34.23	15.41	399.13	363.60	762.73
Total on whole road, December 31st, 1876			376.91	203.97	580.88	33.23	8.66	410.14	212.63	622.77
Total constructed during year				132.21	132.21	1.00	6.75	1.00	138.96	139.96
Total within the State constructed during year				131.17	131.17	1.00	5.55	1.00	136.72	137.72
Total without the State constructed during year				1.04	1.04		1.20		2.24	2.24

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1876—All within State.			December 31, 1877—Within State.		
	Length in Miles.	Average Weight per Mile, (Tons of 2,240 pounds).	Total Weight, (Tons of 2,240 pounds).	Length in Miles.	Average Weight per Mile, (Tons of 2,240 pounds).	Total Weight, (Tons of 2,240 pounds).
Length of iron rail	820.28	44	36,092.32	798.26	44	35,123.44
Length of steel rail	425.26	39 2-7	16,706.65	722.72	39 2-7	28,392.57
Total length of iron rail laid during the year				2.00	44	88.00
Total length of steel rail laid during the year				273.44	39 2-7	10,742.28

TABLE C.—Continued.

	December 31, 1877—Without State.			Total.		
	Length in Miles.	Average Weight per Mile, (Tons of 2,240 pounds).	Total Weight, (Tons of 2,240 pounds).	Length in Miles.	Average Weight per Mile, (Tons of 2,240 pounds).	Total Weight, (Tons of 2,240 pounds).
Length of iron rail				796.26	44	35,123.44
Length of steel rail	4.48	39 2-7	176.00	727.20	39 2-7	28,568.57
Total length of iron rail laid during the year				2.00	44	88.00
Total length of steel rail laid during the year	4.48	39 2-7	176.00	277.92	39 2-7	10,918.28

TABLE D.

Grants or donations, in bonds or money from States, counties, towns, corporations, or individuals, not repayable by Company.

Bonds.			Interest Payable.			Total Am't of Bonds or Cash.	Disposed of.			Interest Accrued on Company.	
Character of.	Date.	Due.	By Whom.	When.	Rate.		Amount of Bonds	Cash Realized.	Discount.	Dec 31, 1870.	During Year.
Los Angeles County bonds.	Oct. 6, 1873	20 years from date	County of Los Angeles.	Jan. and July	7 per cent.	$74,000	$377,000	$377,000	None.	$41,043 42	None.
Los Angeles County bonds	Oct. 16, 1873	20 years from date	County of Los Angeles	Jan and July.	7 per cent.	37,000					
Los Angeles County bonds.	Nov. 15, 1873	20 years from date.	County of Los Angeles.	Jan. and July.	7 per cent.	37,000					
Los Angeles County bonds	Nov. 24, 1873	20 years from date	County of Los Angeles	Jan and July.	7 per cent.	37,000					
Los Angeles County bonds.	Dec. 16, 1873	20 years from date.	County of Los Angeles	Jan and July	7 per cent.	37,000					
Los Angeles County bonds	Dec. 23, 1873	20 years from date	County of Los Angeles	Jan and July	7 per cent.	37,000					
Los Angeles County bonds.	Dec. 31, 1873	20 years from date	County of Los Angeles.	Jan. and July.	7 per cent.	37,000					
Los Angeles County bonds	Jan. 12, 1874	20 years from date	County of Los Angeles	Jan and July	7 per cent.	37,000					
Los Angeles County bonds.	Jan. 21, 1874	20 years from date.	County of Los Angeles.	Jan and July.	7 per cent.	44,000					

Amount held by company as an investment.....None.

TABLE E.

Other aids or grants, from the United States, States, counties, corporations, or individuals. Lands granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.	Number of Acres.			Estimated Value.	
			Total.	Less Reserved by Government.	Net Total.	Per Acre.	Total.
Southern Pacific Railroad Company—Act July 27th, 1866	12,800	720	9,216,000				
Southern Pacific Railroad Company—Act March 3d, 1871	12,800	356	4,556,800				
Totals			13,777,800	1,518,933	12,253,867	$2 50	$30,634,667 00

Lands or property including right of way donated by States, counties, towns, corporations, or individuals, stating in detail the amount of land granted for right of way, for stations, for shops, for store-houses, etc.

By Whom Donated	Description of Property.	Assessed Value.	Proceeds, if Sold.
State of California	Half interest in sixty acres of land at Mission Bay, San Francisco, with improvements	$282,585 00	
City of Los Angeles	Fifteen acres in City of Los Angeles	7,800 00	

(Right of way included in contract for construction of road.)

Bonds whereof principal is payable by company—interest by State or other parties ..... None.

NOTE.—No donations of property or lands other than the foregoing have ever been made to the company, except occasionally for right of way, etc. Generally the right of way, lands for stations, etc., have been procured by the contractors under their contracts.

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

David D. Colton, Vice-President of the Southern Pacific Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing thirty-eight (38) pages have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed): DAVID D. COLTON, Vice-President.
J. L. WILLCUTT, Secretary.

Subscribed and sworn to before me, this 1st day of July, 1878.

CHAS. J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

STOCKTON AND COPPEROPOLIS RAILROAD COMPANY.

Returns of the Stockton and Copperopolis Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, Director	San Francisco.
Mark Hopkins, Director	San Francisco.
E. H. Miller, Jr., Director	San Francisco.
Robert Robinson, Director	San Francisco.
N. T. Smith, Director	San Francisco.
Leland Stanford, President	San Francisco.
Robert Robinson, Vice-President	San Francisco.
N. T. Smith, Treasurer	San Francisco.
J. O'B. Gunn, Secretary	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

San Francisco ..... California.

The Stockton and Copperopolis Railroad Company was incorporated November 17th, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
Stockton and Copperopolis Railroad Company	October 11, 1865.
Stockton and Visalia Railroad Company	December 16, 1869.

CAPITAL STOCK.

1.	Capital stock authorized by charter*	$7,000,000 00
2.	Capital stock authorized by votes of company	7,000,000 00
3.	Capital stock issued (number of shares, 2,345); amount paid in	234,500 00
4.	Capital stock paid in on shares not issued (number of shares, none)	0 00
5.	Total amount paid in as per books of the company	234,500 00
6.	Amount of capital stock issued but not full paid	0 00
7.	Amount per share still due thereon	0 00
8.	Par value of shares issued	100 00
9.	Total number of stockholders — 9	
10.	Number of stockholders in California — 8	
11.	Amount of stock held in California	157,500 00

* By original articles of incorporation.

DEBT.

12.	Funded debt, as follows:		
	Bonds		$500,000 00
	Interest paid on same during year	$25,000 00	
	Certificates of indebtedness		0 00
	Interest paid on same during year	0 00	
13.	Total amount of funded debt		$500,000 00
14.	Unfunded debt:		
	Incurred for construction, equipment, or purchase of property		$0 00
	All other debts, current credit balances, etc.		219,897 40
15.	Total amount of unfunded debt		$219,897 40
16.	Total gross debt liabilities		$719,897 40
17.	Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets		0 00
18.	Total net debt liabilities		$719,897 40

19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each	0 00
20. Amount of claims against the company which for any reason have not been entered upon the books	0 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1876.*	To December 31, 1877.
1. Grading and masonry		
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations	----------	†$734,500 00
6. Engine houses, car sheds, and turn-tables		
7. Machine shops, including machinery and tools		
8. Interest		
9. Engineering		
Agencies, salaries, and other expenses during construction		
11. Total cost of construction	----------	$734,500 00

*New company not organized until November 17th, 1877.
†Not segregated.

Equipment.

	Number.	To December 31, 1877. Cost.*
12. Locomotives	3	----------
16. Passenger cars	4	----------
Baggage cars	1	----------
17. Freight cars	45	----------
18. Total for equipment	----	----------

*The cost is included in construction account. No information can by had of the original cost.

19. Lands	None.
20. Stock of other roads	
21. Bonds of other roads	
22. Other securities	
23. Steamboat property	
24. Investments in transportation lines	
25. Other property purchased	
26. Total property purchased, etc.	$0 00
27. Whole amount of permanent investments	734,500 00
28. Property in California	734,500 00
29. Amount of supplies and materials on hand	0 00
30. Cash and cash assets	0 00
31. Total property and assets of the company	734,500 00
32. Sinking and contingent funds	0 00
Expenditures charged to property account during the year	None.

REVENUE FOR THE YEAR.

7. Total earnings from passenger department	Taken by Central Pacific Railroad Company under lease.
12. Total earnings from freight department	
13. Derived from rents for use of road and equipment when leased	$25,000 00

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local		Paid by lessees.
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:		
General expense		$137 05
3. Insurance premiums and losses by fire, and damages for fires set by engines		Paid by lessees.
4. Telegraph expenses		
5. Total		$137 05
6. Proportion belonging to passenger department		Operated by lessees.
7. Proportion belonging to freight department		
Class II—Maintenance of way and movement expenses		Operated by Central Pacific Railroad Company under lease.
Class III—Passenger traffic expenses		
Class IV—Freight traffic expenses		
13. Total expenses		$137 05

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$24,862 95
2. Percentage of same to capital stock and net debt	.03 45-100	
3. Percentage of same to total property and assets	.03 38-100	
4. Interest accrued during the year:		
On funded debt	$25,000 00	
On other debt	0	
Total		25,000 00
5. Dividends declared 0 per cent. for the year; amount		0 00
6. Date of last dividend declared		None.
7. Balance for the year, loss		137 05
8. Net loss at consolidation	$219,760 35	
Deduct or add entries made in profit and loss account during the year not included in the foregoing statement	0 00	
9. Net loss at consolidation		219,760 35
10. Total loss December 31st, 1877		219,897 40
11. Paid to sinking funds in hands of Trustees		0 00
Earnings, expenses, net earnings, etc., of passenger and freight departments		Earnings taken by Central Pacific Railroad Company under the lease.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

	December 31, 1876.*	December 31, 1877.
Debits.		
Cost of road		$734,500 00
Cost of equipment—included in equipment		
Other investments		0 00
Supplies and materials on hand		0 00
Sinking funds in hands of Trustees		0 00
Cash, cash assets, and other items (specifying same)		0 00
Profit and loss (loss, if any)		219,897 40
Total		$954,397 40
Credits.		
Capital stock		$234,500 00
Funded debt		500,000 00
Other debts (specifying same)—balance current accounts		219,897 40
Total		$954,897 40

* Company not organized till November 17th, 1877.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1877.

	Debits.	Credits.
Consolidation of Stockton and Copperopolis Railroad Company with Stockton and Visalia Railroad Company	$219,760 35	
General expense	137 05	
Interest on bonds	25,000 00	
Rental		$25,000 00
Balance carried down		219,897 40
Totals	$244,897 40	$244,897 40
January 1st, 1878, balance brought down	219,897 40	

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use: From Stockton to Milton and Oakdale	February, 1871.
2. Length of main line of road	Road is not completed.
Length of main line in other States	None.
3. Length of line with track laid, if road is not completed	32.6596 miles.
4. Length of double track on main line	None.
5. Branches owned by the company: Peters to Milton (single track)	11.9928 miles.
6. Total length of branches owned by the company	11.9928 miles.
7. Total length of branches owned by the company in California	11.9928 miles.
8. Total length of branches owned by the company in other States	0 miles.
9. Length of double track on branches	0 miles.
10. Total length of road belonging to this company	44.6524 miles.
11. Aggregate length of siding and other tracks not enumerated above	3.0861 miles.
12. Same in California	3.0861 miles.
13. Aggregate length of track belonging to this company computed as single track	47.7385 miles.
14. Same in California	47.7385 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	0 miles.
16. Number of spans of bridges of twenty-five feet and upwards	4
17. Number of iron bridges	0
18. Number of wooden bridges, (aggregate length, 4,271 feet)	54
Bridges built within the year in California	None.
19. Number of crossings of highways at grade	39
20. Number of crossings of highways over railroad	0
21. Number of crossings of highways under railroad	2
22. Number of highway bridges eighteen feet above track	0
23. Number of highway bridges less than eighteen feet above track	0
24. Number of highway crossings at which gates or flagmen are maintained	0
25. Number of highway crossings at which electric signals are maintained	0
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	41
27. Number of railroad crossings at grade, specifying each (Crossing Central Pacific Railroad at Stockton.)	1
28. Number of railroad crossings over other roads, specifying same	None.
29. Number of railroad crossings under other railroads, specifying each	
30. Roads belonging to other companies, operated by this company under lease or contract	
34. Total miles of road operated by this company	Operated by Central Pacific Railroad Company under lease.
35. Total miles of road operated by this company in California	
36. Number of stations on all roads operated by this company	
37. Number of stations on all roads owned by this company	6
38. Same in California	6
39. Miles of telegraph on line of road operated by this company	None.
40. Miles of telegraph owned by this company	None.
41. Number of telegraph offices in company stations	6
42. Number of telegraph stations operated by this company	Operated by Central Pacific Railroad Company.

ROLLING STOCK.

	Number.	Average Weight, (Pounds).	Market Value, (Estimated).
1. Locomotives	3		$24,000 00
Average weight of engines in working order		48,233	
Maximum weight of engines in working order		60,000	
2. Tenders	3		
Average weight of tenders full of fuel and water		25,000	
Maximum weight of tenders full of fuel and water		30,000	
Average joint weight of engines and tenders		73,233	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 41 6-12 feet.			
4. Total length of heaviest engine and tender over all, 49 8-12 feet.			
5. Snow plows	0		
6. Passenger cars	4		16,000 00
Average weight		31,800	
Maximum weight		31,800	
7. Mail and baggage cars	1	32,000	2,000 00
8. Eight-wheel box freight cars	4	18,000	3,200 00
9. Four-wheel box freight cars	0		
10. Eight-wheel platform cars	41	13,500	28,700 00
11. Four-wheel platform cars	0		
12. Other cars	0		
Coal and gravel	0		
13. Total market value			$73,900 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	45
15. Number of locomotives equipped with train brakes	None.
16. Number of cars equipped with train brakes	
17. Number of passenger cars with Miller platform and buffer	
Mileage, traffic, etc.	Operated by Central Pacific Railroad Company under lease.

TABLE A.—FUNDED DEBT. TO INCLUDE ALL BONDS PAYABLE BY THE COMPANY, EXCEPT UNITED STATES GOVERNMENT BONDS.

Character of	First mortgage.
Date	January 1, 1875.
Due	January 1, 1905.
In what money payable—interest and principal	Gold.
Interest, rate	5 per cent.
Interest, payable	January and July.
Authorized amount	$500,000 00
Total issued—December 31st, 1876	500,000 00
Total issued—December 31st, 1877	500,000 00
Accrued interest during year	$25,000, paid by Central Pacific Railroad Company.
Amount of bonds outstanding December 31st, 1877	$500,000 00

TABLE A.—FUNDED DEBT.

Character of	First mortgage.
Amount of bonds sold to December 31st, 1876	$500,000 00
Amount realized from bonds sold to December 31st, 1876	500,000 00
Bonds sold during year ending December 31st, 1877	None.
Bonds redeemed	None.

TABLE B.

United States Government bonds issued to the company	None.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line and Branches.	From—	To—	Length of Track December 31, 1877.								
			Length of Roadway—All Single Track.			Sidings.			Track and Sidings.		
			Iron.	Steel.	Iron and Steel.	Iron.	Steel.		Iron.	Steel.	Iron and Steel.
Main line within State	Stockton	Oakdale	32.6596	0.	32.6596	2.8015	0.		35.4611	0.	35.4611
Branch	Peters	Milton	11.9928	0.	11.9928	0.2846	0.		12.2774	0.	12.2774
Total on whole road, December 31st, 1877			44.6524	0.	44.6524	3.0861	0.		47.7385	0.	47.7385
Total on whole road, December 31st, 1876			44.6524	0.	44.6524	3.0861	0.		47.7385	0.	47.7385
Total constructed during year			0.	0.	0.	0.	0.		0.	0.	0.

	December 31, 1876—All within State.			December 31, 1877—All within State.		
	Length in Miles	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail (50 pounds per yard)	95.4770	39.2857	3,750.8806	95.4770	39.2857	3,750.8806
Length of steel rail	0.	0.	0.	0.	0.	0.

Total length of iron rail laid during the year	None.
Total length of steel rail laid during the year	
Of the iron rail, the length of re-rolled iron was	

TABLE D.

Grants or donations, in bonds or money, from States, counties, towns, corporations, or individuals, not repayable by company	None.

TABLE E.

Other aids or grants, from the United States, States, counties, corporations, or individuals	None.

TABLE F.

Sales of lands granted by United States Government	None.

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Leland Stanford, President of the Stockton and Copperopolis Railroad Company, and Jas. O'B. Gunn, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing thirty-eight (38) pages, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed): LELAND STANFORD,
JAS. O'B. GUNN.

Subscribed and sworn to before me, this 27th day of June, 1878.

CHAS. J. TORBERT,
Notary Public in and for the City aud County of San Francisco, State of California.

TERMINAL RAILROAD COMPANY.

Returns of the Terminal Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, Director	San Francisco.
C. P. Huntington, Director	New York.
Mark Hopkins, Director	San Francisco.
Chas. Crocker, Director	San Francisco.
E. H. Miller, Jr., Director	San Francisco.
W. E. Brown, Director	San Francisco.
Robt. Robinson, Director	San Francisco.
Leland Stanford, President	San Francisco.
Mark Hopkins, Treasurer	San Francisco.
J. O'B. Gunn, Secretary	San Francisco.

BUSINESS ADDRESS OF THE COMPANY:

San Francisco ..... California.

The Terminal Railroad Company was incorporated January 30th, 1867.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$4,000,000 00
2. Capital stock authorized by votes of company		4,000,000 00
3. Capital stock issued (number of shares, 275); amount paid in		27,500 00
4. Capital stock paid in on shares not issued (number of shares, 0)		0 00
5. Total amount paid in as per books of the company		27,500 00
6. Amount of capital stock issued but not full paid		0 00
7. Amount per share still due thereon		0 00
8. Par value of shares issued		100 00
9. Total number of stockholders	8	
10. Number of stockholders in California	7	
11. Amount of stock held in California		20,700 00

*By original articles of incorporation.

DEBT.

12. Funded debt	$0 00
14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property	0 00
All other debts, current credit balances, etc.	2,920 67
15. Total amount of unfunded debt	$2,920 67
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets	0 00
18. Total net debt liabilities	$2,920 67
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each	0 00
20. Amount of claims against the company which for any reason have not been entered upon the books	0 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1876.	To December 31, 1877.
9. Engineering, office and general expenses	$30,412 17	$30,420 67
11. Total cost of construction	$30,412 17	$30,420 67

Equipment	None
19. Lands	
20. Stock of other roads	
21. Bonds of other roads	
22. Other securities	None.
23. Steamboat property	
24. Investments in transportation lines	
25. Other property purchased	
26. Total for property purchased, etc.	$0 00
27. Whole amount of permanent investments (expenses)	30,420 67
28. Property in California	0 00
29. Amount of supplies and materials on hand	0 00
30. Cash and cash assets	0 00
31. Total property and assets of the company	0 00
32. Sinking and contingent funds	0 00
Expenditures charged to property account during the year	None.
Revenue for the year	None.

(No part of this railroad is constructed.)

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	$0 00
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	8 50
5. Total	$8 50
Class II—Maintenance of way and buildings and movement expenses	
Class III—Passenger traffic expenses	0 00
Class IV—Freight traffic expenses	
13. Total expenses	8 50
Net income, dividends, etc.	
Earnings, expenses, net earnings, etc., of passenger and freight departments	None.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877,

	December 31, 1876.	December 31, 1877.
Debits.		
Profit and loss (loss, if any)	$30,412 17	$30,420 67
Totals	$30,412 17	$30,420 67
Credits.		
Capital stock	$27,500 00	$27,500 00
Other debts (specifying same):		
Incurred for engineering office and general expense	2,912 17	2,920 67
Totals	$30,412 17	$30,420 67

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1877.

	Debits.	Credits.
Balance from December 31st, 1876	$30,412 17	
Office and general expense	8 50	
Balance carried forward		$30,420 67
Totals	$30,420 67	$30,420 67

DESCRIPTION OF ROAD.

(The company has no road constructed.)

Table A.—Funded debt	None.
Table B.—United States Government bonds issued to the company	
Table D.—Grants or donations, in bonds or money from States, counties, towns, corporations, or individuals, not repayable by company	
Table E.—Other aids or grants from the United States, States, counties, corporations, or individuals	
Table F.—Sales of lands granted by the United States Government	

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Leland Stanford, President of the Terminal Railroad Company, and James O'B. Gunn, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing thirty-eight (38) pages, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that, as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed): LELAND STANFORD,
JAS. O'B. GUNN.

Subscribed and sworn to before me, this 27th day of June, 1878.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

VACA VALLEY AND CLEAR LAKE RAILROAD COMPANY.

Returns of the Vaca Valley and Clear Lake Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

A. M. Stevenson, President	Vacaville.
G. B. Stevenson, Superintendent	Vacaville.
T. Mansfield, General Freight and Ticket Agent	Vacaville.
T. Mansfield, Treasurer	Vacaville.
E. Allison, Secretary	Vacaville.
A. M. Stevenson, Director	Vacaville.
G. B. Stevenson, Director	Vacaville.
T. Mansfield, Director	Vacaville.
E. Allison, Director	Vacaville.
J. Donaldson, Director	Vacaville.

The Vaca Valley and Clear Lake Railroad Company was incorporated February 20th, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Vaca Valley Railroad Company, unincorporated.

CAPITAL STOCK.

1.	Capital stock authorized by charter*	$500,000 00
2.	Capital stock authorized by votes of company	500,000 00
3.	Capital stock issued (number of shares, 5,000); amount paid in	10 per cent.
5.	Total amount paid in as per books of the company	50,000 00
6.	Amount of capital stock issued but not full paid	500,000 00
7.	Amount per share still due thereon	90 00
8.	Par value of shares issued	100 00
9.	Total number of stockholders	5
10.	Number of stockholders in California	5
11.	Amount of stock held in California	All.

* By original articles of incorporation.

DEBT.

12.	Funded debt, as follows:	
	Bonds (mortgage)	$115,000 00
	Interest paid on same during year	10 per cent. per annum.
19.	Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each	None.
20.	Amount of claims against the company which for any reason have not been entered upon the books	

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

	Construction: (Purchased the road from the Vaca Valley Railroad Company when operated from Elmira to Winters. Since purchased, we extended to Madison.)	
	Paid Vaca Valley Railroad Company	$250,000 00
	Madison Branch—cost of construction	92,518 75
11.	Total cost of construction and purchase	$342,518 75

Equipment.

		Number.	To December 31, 1877. Cost.
12.	Locomotives	2	$15,000 00
16.	Passenger cars	3	18,000 00
	Baggage cars	1	3,000 00
17.	Freight cars	15	10,000 00
18.	Total for equipment		$46,000 00

REVENUE FOR THE YEAR.

1.	Derived from local passengers on roads operated by this company	$6,513 12
4.	Derived from other sources belonging to passenger department	898 89
6.	Derived from mails	987 32
7.	Total earnings from passenger department	$8,399 33
8.	Derived from local freight on roads operated by this company	$34,205 60
12.	Total earnings from freight department	$34,205 60

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1.	Taxes, State and local	$349 41
2.	General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	3,102 86
	Telegraph	20 40
	Advertising	43 00
	Fencing	822 79
	Interest	13,395 76
	Attorney's fees	200 00
	Accident account	315 00
	Right of way	1,740 00
	Improvements	512 29
	Fire	235 09
5.	Total	$20,736 60

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1.	Repairs of road (exclusive of bridges, new rails, and new ties)	$1,472 82
2.	Iron rails laid, deducting old rails taken up (number of miles, 12; weight per yard, 50 pounds)	
4.	New ties (number, about 30,000)	
14.	Fuel for engines and cars: Number of cords of wood, about 560; cost	2,546 22
17.	Oil and waste	622 45
19.	Total	$4,641 49

CLASS III.—PASSENGER TRAFFIC EXPENSES.

1.	Repairs of passenger, mail, and baggage cars	$12,142 48
2.	New passenger, mail, and baggage cars (charged to operating expenses)	
3.	Damages and gratuities, passengers	
4.	Salaries, wages, and incidentals of passenger trains	
5.	Salaries, wages, and incidentals of passenger stations	
8.	Total	$12,142 48
9.	Total expenses of operating the road embraced in Classes I, II, III, and IV	$37,520 57

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1.	Total earnings from passenger department as per "Revenue for the Year," No. 7	$8,399 33

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1.	Total earnings from freight department, as per "Revenue for the Year," No. 12	$34,205 60

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

Debits.

Cost of road	$342,518 75
Cost of equipment	46,000 00
Total	$388,518 75

Credits.

Other debts (specifying same) mortgage	$115,000 00

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Elmira to Vacaville	June 21, 1869.
From Vacaville to Winters	August 26, 1875.
From Winters to Madison	May 1, 1877.
2. Length of main line of road from Elmira to Madison	29 miles.
Length of main line in California	29 miles.
4. Length of double track on main line	None.
5. Branches owned by the company	None.
11. Aggregate length of siding and other tracks not enumerated above	2 miles.
12. Same in California	2 miles.
13. Aggregate length of track belonging to this company computed as single track	31 miles.
14. Same in California	31 miles.
18. Number of wooden bridges, (aggregate length, 1,205 feet)	18
19. Number of crossings of highways at grade	20
34. Total miles of road operated by this company	31
35. Total miles of road operated by this company in California	31
36. Number of stations on all roads operated by this company	8
37. Number of stations on all roads owned by this company	8
38. Same in California	8
39. Miles of telegraph on line of road operated by this company	31
41. Number of telegraph offices in company stations	4
42. Number of telegraph stations operated by this company	4
43. Number of telegraph stations operated jointly by railroad and telegraph companies	4

ROLLING STOCK.

	Number.	Average Weight, (Tons).	Market Value.
1. Locomotives	2		$12,000 00
Average weight of engines in working order		24	
Maximum weight of engines in working order		28	
2. Tenders	2		
6. Passenger cars	3		14,000 00
7. Mail and baggage cars	1		2,500 00
8. Eight-wheel box freight cars	5		4,000 00
10. Eight-wheel platform cars	10		5,000 00
13. Total market value			$37,500 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	15
15. Number of locomotives equipped with train brakes	2
16. Number of cars equipped with train brakes	19
17. Number of passenger cars with Miller platform and buffer	3

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	120 miles daily.
2. Rate of speed of express passenger trains, including stops	15 miles an hour.
3. Rate of speed of accommodation trains, including stops	
5. Rate of speed of express freight trains including stops	15 miles an hour.
6. Rate of speed of accommodation freight trains, including stops	
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents.
16. Lowest rate of fare per mile for any distance (single fare)	5 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	About 8 cents.
20. Average rate of fare per mile for all passengers	About 8 cents.
21. Highest rate of freight per ton per mile for any distance	20 cents.
22. Lowest rate of freight per ton per mile for any distance	4½ cents.
23. Average rate of local freight per ton per mile on roads operated by this company	7 cents.
25. Average rate of freight per ton per mile for all	6 cents.
26. Average number of cars in passenger trains, including baggage cars	2
30. Number of persons regularly employed by company, including officers	30

LIST OF ACCIDENTS IN CALIFORNIA.

Employé: (One killed from his own misconduct or carelessness.)

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

Employé on freight train, W. E. Skelton, fell or walked off end of box-car while switching at Madison at night, on 28th of August, 1877; killed instantly.

TABLE A.—FUNDED DEBT. TO INCLUDE ALL BONDS PAYABLE BY THE COMPANY, EXCEPT UNITED STATES GOVERNMENT BONDS ISSUED TO THE COMPANY.

Character of	Mortgage on whole road.
In what money payable	Payable, principal and interest, in gold.
Interest, rate	10 per cent. per year.
Amount authorized	$115,000 00
Amount issued to December 31st, 1877	115,000 00
Amount outstanding December 31st, 1877	115,000 00

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS, (SINGLE AND DOUBLE,) OWNED BY THE COMPANY.

Main line within State	From Elmira to Madison.
Length of track December 31st, 1877:	
Track all single—all iron	29 miles.
Sidings—all iron	2 miles.
Track and sidings, iron	31 miles.
Track and sidings, iron and steel	31 miles.
Total on whole road, December 31st, 1877—single, iron	29 miles.
Total on whole road, December 31st, 1876—single, iron	17 miles.
Total constructed during year—single, iron	12 miles.
Total within State constructed during year	12 miles.
Length of iron rail, within State, December 31st, 1876	34 miles.
Length of iron rail, within State, December 31st, 1877	58 miles.

TABLE E. OTHER AIDS OR GRANTS FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands or property, including right of way donated by States, counties, towns, corporations, or individuals, stating in detail the amount of land granted for right of way, for stations, for shops, for store-houses, etc.:	
By whom donated	D. D. Hurlbut.
Description of property	60 acres of land.
Estimated value	$600 00
Contribution by individuals—coin	23,049 50

STATE OF CALIFORNIA,
County of Solano, } ss.

A. M. Stevenson, President of the Vaca Valley and Clear Lake Railroad Company, and Geo. A. Stone, Secretary pro tem. of the said company, being duly sworn, depose and say: that the statements, tables, and answers, contained in the foregoing sheets, have been compiled and prepared by the above named officers of said company, from such books and records as were under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed): A. M. STEVENSON, President.
GEO. A. STONE, Secretary pro tem.

Subscribed and sworn to before me, this 31st day of August, 1878.

HENRY B. AMMONS, Notary Public.

[NOTE BY PRESIDENT.]

Owing to the failure of one of the officers of the road, and the displacement of some of the railroad books, and the loss of other books and papers in the fire of last November, we are unable to make as complete and correct a statement as we wish, but have done the best we can under the circumstances.

A. M. STEVENSON, President.

VISALIA RAILROAD COMPANY.

Returns of the California Pacific Railroad Company, for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

R. E. Hyde, President	Visalia.
E. Jacob, Vice-President	Visalia.
Solomon Sweet, Secretary	Visalia.
J. J. Mack, Treasurer	Visalia.
R. E. Hyde, Director	Visalia.
E. Jacob, Director	Visalia.
Solomon Sweet, Director	Visalia.
John Cutler, Director	Visalia.
James Fisher, Director	Visalia.

BUSINESS ADDRESS OF THE COMPANY.

Visalia, Tulare County ..... California.

The Visalia Railroad Company was incorporated May 21st, 1874.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$100,000 00
2. Capital stock authorized by votes of company		100,000 00
3. Capital stock issued (number of shares, 1,000); amount paid in		82,025 00
5. Total amount paid in as per books of the company		82,025 00
8. Par value of shares issued		100 00
9. Total number of stockholders	164	
10. Number of stockholders in California	164	
11. Amount of stock held in California		All.

*By original articles of incorporation.

DEBT.

14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property	$19,341 20
15. Total amount of unfunded debt	$19 341 20
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Materials and supplies on hand	$350 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction (see 1876 report)	$81,916 20
18. Total for equipment to December 31st, 1877	26,700 00
19. Lands:	
Depot and lands on which situated	3,000 00

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

9. Locomotives (number, 1)	$6,500 00
13. Passenger, mail, and baggage cars (number, 1)	4,500 00

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$4,875 65
4. Derived from other sources belonging to passenger department	1,340 80
5. Derived from express and extra baggage	460 92
6. Derived from mails	256 64
7. Total earnings from passenger department	$6,934 01
8. Derived from local freight on roads operated by this company	7,876 64
12. Total earnings from freight department	$7,876 64
14. Total transportation earnings	$14,810 65

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	$537 50
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	7,100 00
5. Total	$7,637 50

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

14. Fuel for engines and cars: Number of cords of wood, 274; cost, $4 00	$1,096 00
17. Oil and waste	400 00
19. Total	$1,496 00

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

Debits.

Cost of road	$81,916 20
Cost of equipment	26,700 00
Other investments	3,000 00
Total	$111,616 20

Credits.

Capital stock	$82,025 00
Other debts, specifying same:	
Due for locomotive	6,500 00
Due for passenger car	4,500 00
Due for engine house	1,000 00
Due for fence	2,000 00
Due Bank of Visalia	5,341 20
Profit and loss (profit, if any)	10,250 00
Total	$111,616 20

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use	September, 1874.
2. Length of main line of road from Visalia to Goshen	7⅓ miles.
Length of main line in California	7⅓ miles.
10. Total length of road belonging to this company	7⅓ miles.
11. Aggregate length of siding and other tracks not enumerated above	1 mile.
12. Same in California	1 mile.
13. Aggregate length of track belonging to this company computed as single track	8⅓ miles.
14. Same in California	8⅓ miles.
19. Number of crossings of highways at grade	5
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	5
27. Number of railroad crossings at grade, specifying each	Five public highways.

ROLLING STOCK.

	Number.	Average Weight, (Tons).	Market Value.
1. Locomotives	2		$7,500 00
Average weight of engines in working order		15	
Maximum weight of engines in working order		15	
2. Tenders	0		
6. Passenger cars	1		4,500 00
Average weight		6	
Maximum weight		6	
13. Total market value			$12,000 00

MILEAGE, TRAFFIC, ETC.

1.	Miles run by passenger trains (six days in the week)	42 a day.
2.	Rate of speed of express passenger trains, including stops	20 miles.
3.	Rate of speed of accommodation trains, including stops	
5.	Rate of speed of express freight trains, including stops	20 miles.
6.	Rate of speed of accommodation freight trains, including stops	
8.	Total train miles run	42 a day.
15.	Highest rate of fare per mile for any distance (excluding one mile)	10 cents.
16.	Lowest rate of fare per mile for any distance (single fare)	10 cents.
17.	Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	10 cents.
18.	Average rate of fare per mile received from passengers to and from other roads	10 cents.
20.	Average rate of fare per mile for all passengers	10 cents.
21.	Highest rate of freight per ton per mile for any distance	68 2-11 cents.
22.	Lowest rate of freight per ton per mile for any distance	2 cents.
23.	Average rate of local freight per ton per mile on roads operated by this company	1½ cents.
24.	Average rate of freight per ton per mile to and from other roads	1½ cents.
25.	Average rate of freight per ton per mile for all	1½ cents.
26.	Average number of cars in passenger trains (including baggage cars)	1
27.	Average number of cars in freight trains—basis of eight-wheel	1
30.	Number of persons regularly employed by company, including officers	9

STATE OF CALIFORNIA, }
County of Tulare, } ss.

R. E. Hyde, President, and S. Sweet, Secretary of the Visalia Railroad Company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed): R. E. HYDE, President.
S. SWEET, Secretary.

Subscribed and sworn to before me, this 9th day of April, 1878.

JAMES J. MACK, Notary Public.

NARROW GAUGE ROADS.

BAY AND COAST RAILROAD COMPANY.

Returns of the Bay and Coast Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Alfred E. Davis, President	San Francisco.
Joseph Clark, Vice-President	San Francisco.
B. B. Minor, Secretary	San Francisco.
Thos. Carter, Superintendent	San Francisco.
Alfred E. Davis, Treasurer	San Francisco.
Alfred E. Davis, Director	San Francisco, California.
Daniel Cook, Director	San Francisco, California.
Joseph Clark, Director	San Francisco, California.
J. C. Tucker, Director	Alameda, California.
B. B. Minor, Director	San Francisco, California.

BUSINESS ADDRESS OF THE COMPANY.

Room No. 21, Nevada Block ..... San Francisco, California.

The Bay and Coast Railroad Company was incorporated May 2d, 1877.

CAPITAL STOCK.

1.	Capital stock authorized by charter*	$1,000,000 00
3.	Capital stock issued (number of shares 1,000); amount paid in	100,000 00
4.	Capital stock paid in on shares not issued	None.
5.	Total amount paid in as per books of the company	100,000 00
8.	Par value of shares issued	100 00
9.	Total number of stockholders	5
10.	Number of stockholders in California	5
11.	Amount of stock held in California	100,000 00

* By original articles of incorporation.

DEBT.

14.	Unfunded debt: Incurred for construction, equipment, or purchase of property	$170,500 00
15.	Total amount of unfunded debt	$170,500 00
16.	Total gross debt liabilities	$170,500 00
17.	Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets: Cash on hand	3,306 89
18.	Total net debt liabilities	$167,193 11
19.	Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each	None.
20.	Amount of claims against the company which for any reason have not been entered upon the books	

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11.	Total cost of construction to December 31st, 1877	$267,193 11
	Equipment	None.

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19.	Lands	Nothing.
20.	Stock of other roads	No stock of other roads.
21.	Bonds of other roads	No bonds of other roads.
22.	Other securities	None.
23.	Steamboat property	None.
24.	Investments in transportation lines	None.
25.	Other property purchased	None.
30.	Cash and cash assets	$3,306 89

31. Total property and assets of the company	$270,500 00
32. Sinking and contingent funds	None.
Expenditures charged to property account during the year	All embraced in construction account, $267,193 11.
Revenue for the year	Road not running and no revenue.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Road not running. Iron rails laid, deducting old rails taken up (number of miles, 23; weight per yard, 50 pounds).

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

Debits.

Cost of road	$267,193 11
Cash, cash assets, and other items (specifying same)	3,306 89
Total	$270,500 00

Credits.

Capital stock	$100,000 00
Other debts (specifying same):	
South Pacific Coast Railroad Company	3,000 00
A. E. Davis, Treasurer	167,500 00
Total	$270,500 00

Profit and loss account for the year ending December 31st, 1877 ..... Road not running and no account opened.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use	Not opened.
2. Length of main line of road from Newark to Alameda	23 miles.
Length of main line in California	23 miles.
Length of main line in other States	None.
3. Length of line with track laid, if road is not completed	23 miles.
4. Length of double track on main line	None.
5. Branches owned by the company	None.
10. Total length of road belonging to this company	23 miles.
11. Aggregate length of siding and other tracks not enumerated above	None.
12. Same in California	
13. Aggregate length of track belonging to this company computed as single track	23 miles.
14. Same in California	23 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	None.
16. Number of spans of bridges of twenty-five feet and upwards	1 draw of 50 feet.
17. Number of iron bridges	None.
18. Number of wooden bridges, (aggregate length, 4,600 feet)	10
Bridges built within the year in California	10, wooden, between Newark and Alameda, across various sloughs; length, 4,600 feet; built in 1877.
19. Number of crossings of highways at grade	15
20. Number of crossings of highways over railroad	None.
21. Number of crossings of highways under railroad	
22. Number of highway bridges eighteen feet above track	
23. Number of highway bridges less than eighteen feet above track	
24. Number of highway crossings at which gates or flagmen are maintained	
25. Number of highway crossings at which electric signals are maintained	
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	15

27. Number of railroad crossings at grade, specifying each	1, at Pacific Avenue, Alameda, across track of Central Pacific Railroad.
28. Number of railroad crossings over other roads, specifying same	None.
29. Number of railroad crossings under other railroads, specifying each	
30. Roads belonging to other companies, operated by this company under lease or contract	
34. Total miles of road operated by this company	Not in operation.
Rolling stock	No rolling stock.
(The rolling stock used in construction was hired from the South Pacific Coast Railroad Company.)	
Mileage, traffic, etc.	Road not in operation.
List of accidents in California	None.
Table A.—Funded debt	None.
Table B.—United States Government bonds issued to the company	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS, (SINGLE AND DOUBLE,) OWNED BY THE COMPANY.

Main line within State	From Newark to Alameda.
Length of track December 31st, 1877, (no sidings—all single track,) all iron	23 miles.
Total on whole road, December 31st, 1877	23 miles.
Total on whole road, December 31st, 1876	0
Total constructed during year (all within State)	23 miles.
December 31st, 1877—all within State—iron:	
Length	46 miles.
Average weight per mile	78½ tons.
Total weight	3,611 tons.
Total length of iron rail laid during the year	46 miles.
Table D.—Grants or donations, in bonds or money, from States, counties, towns, corporations, or individuals, not repayable by company	None.
Table E.—Other aids or grants from the United States, States, counties, corporations, or individuals	
Table F.—Sales of lands granted by the United States Government	

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Alfred E. Davis, President of the Bay and Coast Railroad Company, and B. B. Minor, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transporation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said comany on the 31st day of December, 1877.

(Signed): A. E. DAVIS,
B. B. MINOR.

Subscribed and sworn to before me, this 9th day of July, 1878.

HOLLAND SMITH, Notary Public.

MENDOCINO RAILROAD COMPANY.

Returns of the Mendocino Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

West Evans	Oakland, California.
A. W. Hall	Cuffy's Cove.
Chas. Goodall	San Francisco.
Geo. C. Perkins	San Francisco.
Edwin Goodall	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Edwin Goodall, Secretary ..... 10 Market Street, San Francisco.

The Mendocino Railroad Company was incorporated October 22d, 1875.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$150,000
3. Capital stock issued (number of shares, 1,500); amount paid in		96,154 22
5. Total amount paid in as per books of the company		96,154 22
6. Amount of capital stock issued but not full paid		All issued.
7. Amount per share still due thereon		Say $35 90
8. Par value of shares issued		100 00
9. Total number of stockholders	6	
10. Number of stockholders in California	6	
11. Amount of stock held in California		All.

* By original articles of incorporation.

DEBT.

12. Funded debt		None.
14. Unfunded debt:		
Advanced by Treasurer		$17,532 53
Bills payable		633 24
16. Total gross debt liabilities		$18,165 77
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$1,655 80	
Materials and supplies on hand, and balances due for store sold	7,435 00	
Other securities and debt balances	1,879 90	
		10,970 70
18. Total net debt liabilities		$7,195 07
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each		None.
20. Amount of claims against the company which for any reason have not been entered upon the books		

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	
2. Bridging	
3. Superstructure, including rails	$76,159 02
4. Land	
Land damages	
Fences	
5. Passenger and freight stations	
6. Engine houses, car sheds, and turn-tables	
7. Machine shops, including machinery and tools	5,248 87
8. Interest	
9. Engineering	
Agencies, salaries, and other expenses during construction	

Equipment.

12. Locomotives	$10,527 94
17. Freight cars	10,962 92
18. Total for equipment	$21,490 86

PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands	None.
20. Stock of other roads	
21. Bonds of other roads	
22. Other securities	
23. Steamboat property	
24. Investments in transportation lines	
25. Other property purchased	
27. Whole amount of permanent investments	$102,898 75
30. Cash and cash assets	10,970 70
31. Total property and assets of the company	$113,869 45
32. Sinking and contingent funds	None.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

Repairs, not segregated	$687 20

REVENUE FOR THE SIX MONTHS.

7. Total earnings from passenger department	None.
12. Total earnings from freight department	$2,861 83
14. Total transportation earnings	$2,861 83
19. Total income derived from all sources	$2,861 83

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	$764 00
2. General salaries, office expenses, and miscellaneous	1,861 27
5. Total	$2,625 27
7. Proportion belonging to freight department	All.

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

10. Repairs	$687 20
19. Total	$687 20
21. Proportion of same to freight department	All.
13. Total expenses	3,312 47

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

Debits.

Cost of road	$81,407 89
Cost of equipment	21,490 86
Supplies and materials on hand, and stores, and amounts due for stores sold	6,912 24
Cash, cash assets, and other items (specifying same):	
In bank	1,655 80
Lumber on hand	522 76
Balance Superintendent	385 62
Due on freights	619 85
Bills receivable	314 45
Flume and wharf (not closed)	559 98
Profit and loss (loss, if any)	450 64
Total	$114,320 09

Credits.

Capital stock	$96,154 22
Other debts (specifying same):	
Due the Treasurer	17,532 53
Bills payable	633 34
Total	$114,320 09

PROFIT AND LOSS ACCOUNT FOR THE SIX MONTHS ENDING DECEMBER 31ST, 1877.

	Debits.	Credits.
Repairs	$687 20	
Operating	2,625 27	
Freight receipts (earnings)		$2,861 83
Balance (loss)		450 64
Totals	$3,312 47	$3,312 47

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use	1876–7
2. Length of main line of road from Cuffey's Cove to Helmke's Mill	About 4 miles.
18. Number of wooden bridges, aggregate length	4,079 feet.
Bridges built within the year in California	None.
19. Number of crossings of highway at grade	1, I think.

ROLLING STOCK.

	Number.	Market Value.
1. Locomotives	2	Don't know.
10. Eight-wheel platform cars	29	Don't know.

MILEAGE, TRAFFIC, ETC.

4. Miles run by freight trains	No record.
12. Number of tons carried (not including gravel)	5,724
15. Highest rate of fare per mile for any distance (excluding one mile)	Free.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS, (SINGLE AND DOUBLE,) OWNED BY THE COMPANY.

Total on whole road, December 31st, 1877—iron	4 miles.
Total on whole road, December 31st, 1876—iron	3¾ miles.
Length of iron rail, December 31st, 1876 (all within State)	7½ miles.
Length of iron rail, December 31st, 1877 (all within State)	8 miles.

STATE OF CALIFORNIA,
County of San Francisco, } ss.

West Evans, President of the Mendocino Railroad Company, and Edwin Goodall Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed): WEST EVANS,
EDWIN GOODALL.

Subscribed and sworn to before me, this 6th day of July, 1878.

J. ROBERT READ, Notary Public.

MONTEREY AND SALINAS VALLEY RAILROAD COMPANY.

Returns of the Monterey and Salinas Valley Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

C. S. Abbott	President.
P. Zaballa	Treasurer.
A. Gonzalez	Superintendent and Secretary.
C. S. Abbott, Director	Salinas City, California.
P. Zaballa, Director	Salinas City, California.
C. G. Chamberlin, Director	Salinas City, California.
S. B. Gordon, Director	Monterey, California.
M. E. Gonzalez, Director	Monterey, California.
A. Gonzalez, Director	Monterey, California.
George Pomeroy, Director	Salinas City, California.

BUSINESS ADDRESS OF THE COMPANY.

Salinas, Monterey County ---- California.

The Monterey and Salinas Valley Railroad Company was incorporated February 26th, 1874.

CAPITAL STOCK.

1.	Capital stock authorized by charter*	$300,000 00
2.	Capital stock authorized by votes of company	300,000 00
3.	Capital stock issued (number of shares, 2,044); amount paid in	231,200 00
4.	Capital stock paid in on shares not issued (number of shares, 956)	10,630 00
5.	Total amount paid in as per books of the company	241,830 00
6.	Amount of capital stock not full paid	58,170 00
7.	Amount per share still due thereon	84 54
8.	Par value of shares issued	100 00
9.	Total number of stockholders 28	
10.	Number of stockholders in California 28	
11.	Amount of stock held in California	All.

*By original articles of incorporation.

DEBT.

12.	Funded debt	None.
14.	Unfunded debt:	
	Incurred for construction, equipment, or purchase of property—(interest added)	$125,303 73
	All other debts, current credit balances, etc.—(scrip, payable in freight)	688 27
15.	Total amount of unfunded debt	$125,992 00
16.	Total gross debt liabilities	$125,992 00
17.	Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
	Cash on hand	3 54
	Materials and supplies on hand	Small, no account kept.
	Sinking funds	0 00
	Other securities and debt balances	5,929 51
18.	Total net debt liabilities	$120,058 95
19.	Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each	Not applicable.
20.	Amount of claims against the company which for any reason have not been entered upon the books	None.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1.	Grading and masonry	$49,064 83
2.	Bridging	4,199 20
3.	Superstructure, including rails	199,980 86
	Amount carried forward	$253,244 89

Amount brought forward	$253,244 89
4. Land—right of way	6,520 95
Land damages	0 00
Fences	
5. Passenger and freight stations	31,025 04
6. Engine houses, car sheds, and turn-tables	
7. Machine shops, including machinery and tools	
8. Interest	39,084 61
9. Engineering	5,823 95
Agencies, salaries, and other expenses during construction	6,750 95
11. Total cost of construction	$342,450 39

Equipment.

	Number.	To December 31, 1877. Cost.
12. Locomotives	2	$19,246 91
14. Parlor cars	0	
16. Passenger cars—combined passenger and baggage	2	30,871 87
17. Freight cars—flat and box	46	
Other cars—hand-cars	2	
18. Total for equipment		$50,118 78

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands	Not applicable.
20. Stock of other roads	Not applicable.
21. Bonds of other roads	Not applicable.
22. Other securieties—shares of its own stock held by company:	
Nominal amount	$36,460 00
Price paid	8,790 00
23. Steamboat property	None.
24. Investments in transportation lines	None.
25. Other property purchased	None.
26. Total for property purchased, etc.	36,460 00
27. Whole amount of permanent investments	392,569 17
29. Amount of supplies and materials on hand	No account.
30. Cash and cash assets	5,933 05
31. Total property and assets of the company	434,962 22
32. Sinking and contingent funds	Not applicable.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT FROM COMMENCEMENT OF ROAD.

17. Any other expenditures charged to property account, specifying same:	
Interest on debt for construction	$39,084 61
18. Total	$39,084 61
19. Property sold and credited to property account during the year, specifying same	0 00
20. Net addition to property account from commencement of road	39,084 61

REVENUE FROM COMMENCEMENT OF ROAD.

1. Derived from local passengers on roads operated by this company	$24,301 96
2. Derived from passengers from and to other roads, over roads operated by this company	
3. Derived from other roads as tolls for use of passenger cars	0 00
4. Derived from other sources belonging to passenger department	0 00
5. Derived from express	2,228 98
6. Derived from mails	2,471 90
7. Total earnings from passenger department	$29,002 84
8. Derived from local freight on roads operated by this company, and storage	$50,318 36
9. Derived from other roads as tolls or for use of freight cars	0 00
10. Derived from freight from and to other roads on joint tariff	0 00
11. Derived from other sources belonging to freight department—wharfage, etc.	5,171 12
12. Total earnings from freight department	$55,489 48

13. Derived from rents for use of road and equipment when leased	Not applicable.
14. Total transportation earnings	$84,492 32
15. Earnings per mile of road operated	$4,552 38
16. Per train mile (total passenger and freight), estimated	2 16
17. Income derived from rent of property, other than road and equipment, specifying same	Not applicable.
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same	
19. Total income derived from all sources from commencement of road	84,492,32

EXPENSES FOR OPERATING THE ROAD FROM COMMENCEMENT. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	Included in miscellaneous.
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Salaries	$5,324 89
Miscellaneous (taxes, legal expenses, etc.)	10,864 73
Office expenses (stationery, advertising, etc.)	1,837 92
Interest and discount	248 96
3. Insurance premiums	Included in miscellaneous.
5. Total	$18,276 50
6. Proportion belonging to passenger department	No account kept.
7. Proportion belonging to freight department	All trains mixed.

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$11,375 35
2. Iron rails laid, deducting old rails taken up (number of feet, 3,500; weight per yard, 36 pounds)	Value included in construction account.
3. Steel rails laid, deducting old rails taken up	None.
5. Repairs of bridges	3,711 65
6. Repairs of buildings and fixtures, (stations and turn-tables)	1,543 24
7. Repairs of and additions to machine shops and machinery	0 00
8. Repairs of fences, road crossings and signs	Included in miscellaneous.
9. Removing ice and snow	0 00
10. Repairs of locomotives	2,440 25
11. New locomotives, charged to operating expenses	0 00
12. Repairs of snow plows	
13. New snow plows, charged to operating expenses	
14. Fuel for engines and cars:	
Number of cords of wood (no account); cost	454 60
Number of tons of coal	None.
15. Water and water stations	No account.
16. Fuel for stations and shops	
17. Oil and waste	743 96
18. Switchmen, watchmen, flag and signalmen	0 00
19. Total	$20,269 05
20. Proportion of same to passenger department	No account kept.
21. Proportion of same to freight department	
22. Of the above there was expended for other than ordinary repairs	
Class III.—Passenger traffic expenses	Included in Class IV.

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

1. Repairs of all cars	$1,347 30
2. New freight cars (charged to operating expenses)	0 00
3. Damages and gratuities, freight	222 35
4. Salaries, wages, and incidentals of trains	9,286 13
5. Salaries, wages, and incidentals of stations and warehouses	15,480 77
6. Paid corporations or individuals not operating roads for use of freight cars	Not applicable.
7. Amount paid other roads for balance of mileage of freight cars	
8. Total	$26,336 55

9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$64,882 10
10. Per train mile (total passenger and freight), estimated $1 66	
11. Percentage of expenses to total transportation earnings 76 per cent.	
12. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed	Not applicable.
13. Total expenses	64,882 10
Net income, dividends, etc.	No surplus and no dividends.
Earnings, expenses, net earnings, etc., of passenger and freight departments	Cannot give this in detail, as passenger and freight expenses are mixed.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

Debits.

Cost of road Cost of equipment—interest added	$392,569 17
Other investments	0 00
Supplies and materials on hand	Small; no account kept.
Sinking fund in hands of Trustees	0 00
Cash, cash assets, and other items (specifying same):	
Cash on hand and due on storage and mail accounts	5,933 05
Capital stock—shares of its own stock held by company	36,460 00
Total	$434,962 22

Credits.

Capital stock paid in	$241,830 00
Funded debt	0 00
Other debts (specifying same):	
Bills payable, incurred for construction, etc. (interest added)	125,303 73
Scrip, payable in freight	688 27
Assessment No. 1	24,450 00
Donations in cash or equivalent	3,705 00
Profit and loss (profit, if any)	38,985 22
Total	$434,962 22

PROFIT AND LOSS ACCOUNT DECEMBER 31ST, 1877.

	Debits.	Credits.
Salaries	$5,324 89	
Miscellaneous expenses	10,864 73	
Interest and discount account	248 96	
Office expenses	1,837 92	
Repair of track	11,375 35	
Repair of bridges	3,711 65	
Repair of buildings	1,543 24	
Repair of locomotives	2,440 25	
Fuel	454 60	
Oil and waste	743 96	
Repair of cars	1,347 30	
Damages—freight	222 35	
Train expenses	9,286 13	
Station and warehouse expenses	15,480 77	
Difference in cost of Salinas River bridges credited to construction and equipment account	8,295 00	
Amount paid in on shares of its own stock held by company		$27,670 00
Passenger receipts		24,301 96
Express receipts		2,228 98
Mail receipts		2,471 90
Freight and storage		50,318 36
Wharfage		5,171 12
Balance to new account	38,985 22	
Totals	$112,162 32	$112,162 32
Dec. 31st, 1877, by balance		$38,985 22

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use: From Salinas to Monterey	October, 1874.
2. Length of main line of road from Salinas to Monterey	18.56 miles.
Length of main line in California	All.
Length of main line in other States	None.
3. Length of line with track laid, if road is not completed	All completed.
4. Length of double track on main line	None.
5. Branches owned by the company	
10. Total length of road belonging to this company	18.56 miles.
11. Aggregate length of siding and other tracks not enumerated above	1½ miles.
12. Same in California	All.
13. Aggregate length of track belonging to this company computed as single track	20 miles.
14. Same in California	All.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	None.
16. Number of spans of bridges of twenty-five feet and upwards	None.
17. Number of iron bridges	
18. Number of wooden bridges (aggregate length, 300 feet)	1
Bridges built in California:	
Location	Salinas River.
Kind	Trestle.
Material	Wood.
Length	300 feet.
When built	1875.
19. Number of crossings of highways at grade	3
34. Total miles of road operated by this company	18.56
35. Total miles of road operated by this company in California	18.56
36. Number of stations on all roads operated by this company	2
37. Number of stations on all roads owned by this company	2
38. Same in California	All.
39. Miles of telegraph on line of road operated by this company	None.
40. Miles of telegraph owned by this company	
41. Number of telegraph offices in company stations	
42. Number of telegraph stations operated by this company	
43. Number of telegraph stations operated jointly by railroad and telegraph companies	

ROLLING STOCK.

	Number.	Average Weight, (Tons).
1. Locomotives	*1	
Average weight of engines in working order		22
Maximum weight of engines in working order		22
2. Tenders	†1	
Average weight of tenders full of fuel and water		11
Maximum weight of tenders full of fuel and water		11
Average joint weight of engines and tenders		33
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 35 feet.		
5. Snow plows	0	
6. Passenger cars—combined passenger and freight	2	
Average weight		10
Maximum weight		10
7. Mail and baggage cars	0	
8. Eight-wheel box freight cars	8	8
9. Four-wheel box freight cars	0	
10. Eight-wheel platform cars	40	4½
11. Four-wheel platform cars	0	
12. Other cars:		
Hand-cars	2	
Coal and gravel	0	

* Also one burned September 1st, 1879, being repaired.
† And one being repaired.

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	48
15. Number of locomotives equipped with train brakes	None.
16. Number of cars equipped with train brakes	
17. Number of passenger cars with Miller platform and buffer	

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains and freight	39,020
2. Rate of speed of express passenger trains, including stops	18 miles.
3. Rate of speed of accommodation trains, including stops	
4. Miles run by freight trains	See above.
5. Rate of speed of express freight trains, including stops	12 miles.
6. Rate of speed of accommodation freight trains, including stops	
7. Miles run by other trains, and for what purpose	No account kept.
8. Total train miles run	39,020
9. Total number of passengers carried	22,009
10. Total passenger mileage, or passengers carried one mile	396,162
11. Passenger mileage to and from other roads	No account kept.
12. Number of tons carried (not including gravel)	26,118
13. Total freight mileage, or tons carried one mile	417,888
14. Freight mileage to and from other roads	No account kept.
15. Highest rate of fare per mile for any distance (excluding one mile)	See passenger tariff, on file in office of Commissioner.
16. Lowest rate of fare per mile for any distance (single fare)	
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	
18. Average rate of fare per mile received from passengers to and from other roads	
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	
20. Average rate of fare per mile for all passengers	
21. Highest rate of freight per ton per mile for any distance	See freight tariff, on file in office of Commissioner.
22. Lowest rate of freight per ton per mile for any distance	
23. Average rate of local freight per ton per mile on roads operated by this company	
24. Average rate of freight per ton per mile to and from other roads	
25. Average rate of freight per ton per mile for all	

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip)	Not applicable.
2. Passengers to San Francisco (including season)	
3. Passengers from San Francisco (including season)	
4. Season ticket passengers to and from San Francisco (one round trip daily)	
List of accidents in California	None.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by Company.

Main Line within State.		Length of Track December 31, 1877.				
		All Single Track.		Sidings.		Track and Sidings.
From—	To—	Iron.	Steel.	Iron.	Steel.	All Iron.
Salinas	Monterey	18.56	0	1.50	0	20.00

Total on whole road, December 31st, 1877	No change.
Total on whole road, December 31st, 1876	
Total constructed during year	
Total within the State constructed during year	
Total without the State constructed during year	
Length of iron, all within California, December 31st, 1876:	
Total length of iron rail laid during the year	None.
Total length of steel rail laid during the year	
Of the iron rail, the length of re-rolled iron was	

TABLE D.

Grants or donations, in bonds or money, from States, counties, towns, corporations, or individuals, not repayable by company:
From private individuals in cash or equivalent..... $3,705 00

STATE OF CALIFORNIA,
County of Monterey, } ss.

C. S. Abbott, President of the Monterey and Salinas Valley Railroad Company, and C. G. S. Menteath, Acting Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing thirty-eight sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed):

C. S. ABBOTT, President,
C. G. S. MENTEATH, Acting Secretary.

Subscribed and sworn to before me, this 9th day of July, 1878.

JOHN K. ALEXANDER, Notary Public.

NEVADA COUNTY NARROW GAUGE RAILROAD COMPANY.

Returns of the Nevada County Narrow Gauge Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

John C. Coleman, President	Grass Valley.
T. W. Segourney, Vice-President	Nevada City.
Edward Coleman, Treasurer	Grass Valley.
Geo. Fletcher, Secretary	Grass Valley.
Jno. T. Kidder, General Superintendent	Grass Valley.
Jno. C. Coleman, Director	Grass Valley.
Edw. Coleman, Director	Grass Valley.
William Watt, Director	Grass Valley.
Jas. W. Lakeman, Director	Grass Valley.
T. W. Segourney, Director	Nevada City.
Niles Searles, Director	Nevada City.
R. M. Hunt, Director	Nevada City.

BUSINESS ADDRESS OF THE COMPANY.

Grass Valley ---------- Nevada County, California.

The Nevada County Narrow Gauge Railroad Company was incorporated April 4th, 1874.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$400,000 00
2. Capital stock authorized by votes of company		400,000 00
3. Capital stock issued (number of shares, 2,422); amount paid in		242,200 00
4. Capital stock paid in on shares not issued (number of shares, 18)		650 00
5. Total amount paid in as per books of the company		242,850 00
8. Par value of shares issued		100 00
9. Total number of stockholders	180	
10. Number of stockholders in California	180	
11. Amount of stock held in California		242,850 00

*By original articles of incorporation.

DEBT.

12. Funded debt, as follows:		
Bonds		$250,000 00
Interest paid on same during year	$20,000 00	
13. Total amount of funded debt		$250,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$47,600 00
All other debts, current credit balances, etc.		9,720 00
15. Total amount of unfunded debt		$57,320 00
16. Total gross debt liabilities		$307,320 00
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$1,545 95	
Materials and supplies on hand	5,993 59	
Other securities and net debt balances	935 64	
		8,475 18
18. Total net debt liabilities		$298,884 82
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each		0 00
20. Amount of claims against the company which for any reason have not been entered upon the books		

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1876.	To December 31, 1877.
1. Grading and masonry	$235,886 51	237,526 61
2. Bridging	45,775 12	46,041 87
3. Superstructure, including rails	159,705 03	161,119 76
4. Land	22,574 59	23,910 11
Land damages		
Fences		
5. Passenger and freight stations	6,657 64	8,231 56
6. Engine houses, car sheds, and turn-tables	4,732 20	5,002 32
7. Machine shops, including machinery and tools	2,754 20	4,212 28
9. Engineering	12,795 32	12,901 32
Agencies, salaries, and other expenses during construction	7,004 00	7,054 33
Section and tool houses and other buildings	2,664 23	2,994 18
11. Total cost of construction	$500,548 84	$508,994 35

Equipment.

	Number.	To December 31, 1876. Cost.	Number.	To December 31, 1877. Cost.
12. Locomotives	2	$20,000 00	3	$27,904 28
16. Passenger cars	2	7,100 00	2	7,290 22
Baggage cars—(combination)	2	6,116 76	2	6,216 76
17. Freight cars	30	19,913 11	35	23,468 21
Other cars	5	1,352 54	6	1,445 54
18. Total for equipment	41	$54,482 41	48	$66,325 01

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands	None.
20. Stock of other roads	None.
21. Bonds of other roads	None.
22. Other securities (9 36-100 shares capital stock of Citizens' Bank, Nevada City, received in payment of 50 per cent. of amount due railroad company from "Bank of Nevada County," failed,) to December 31st, 1876:	
Nominal amount	$935 64
Price paid	935 64
To December 31st, 1877:	
Nominal amount	935 64
Price paid	935 64
Citizens' Bank time certificates received for the remaining 50 per cent. due from said Bank of Nevada County, to December 31st, 1876:	
Nominal amount	623 76
Price paid	623 76
23. Steamboat property	None.
24. Investments in transportation lines	None.
25. Other property purchased	None.
26. Total for property purchased, etc.	935 64
27. Whole amount of permanent investments	575,319 36
29. Amount of supplies and materials on hand	5,993 59
30. Cash and cash assets	1,545 95
31. Total property and assets of the company	583,794 54
32. Sinking and contingent funds	0 00

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	$1,640 10
2. Bridging	266 75
3. Superstructure, including rails	1,414 73

4.	Land:	
	Land damages	$1,231 20
	Fences	179 32
5.	Passenger and freight stations	1,573 92
	Wood sheds and water stations	111 49
6.	Engine houses, car sheds, and turn-tables	270 13
7.	Machine shops and tools	1,458 08
8.	Engineering, agencies, salaries, and other expenses during construction	156 33
	Section and tool houses	218 46
9.	Locomotives (number, 1)	7,904 28
13.	Passenger, mail, and baggage cars	290 22
14.	Freight and other cars (number, 6)	3,648 10
18.	Total	$20,363 11
19.	Property sold and credited to property account during the year, specifying same:	
	Portion of lot originally purchased by company for right of way	75 00
20.	Net addition to property account for the year	$20,288 11

REVENUE FOR THE YEAR.

1.	Derived from local passengers on roads operated by this company	$44,118 61
5.	Derived from express and extra baggage	2,023 25
6.	Derived from mails	1,279 05
7.	Total earnings from passenger department	$47,420 91
8.	Derived from local freight on roads operated by this company	$40,738 84
11.	Derived from other sources belonging to freight department	2,358 85
12.	Total earnings from freight department	$43,097 69
14.	Total transportation earnings	$90,518 60
15.	Earnings per mile of road operated	$3,998 17
16.	Per train mile (total passenger and freight)	2.153
17.	Income derived from rent of property, other than road and equipment, specifying same	0 00
17.	Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same	0 00
19.	Total income derived from all sources	$90,518 60

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1.	Taxes, State and local	$1,779 69
2.	General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	4,920 00
	Stationery and printing	737 31
	Discount and exchange	109 93
	Injuries to tools	110 00
3.	Insurance premiums and losses by fire, and damages for fires set by engines	120 00
5.	Total	$7,776 93
6.	Proportion belonging to passenger department	3,888 46½
7.	Proportion belonging to freight department	3,888 46½

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1.	Repairs of road (exclusive of bridges, new rails, and new ties)	$6,942 21
5.	Repairs of bridges	477 98
6.	Repairs of buildings and fixtures (stations and turn-tables)	270 72
7.	Repairs of and additions to machine shops and machinery	295 81
8.	Repairs of fences, road crossings, and signs	5 44
10.	Repairs of locomotives	1,745 99
14.	Fuel for engines and cars:	
	Number of cords of wood, 1,136; cost	3,978 50
15.	Water and water stations	414 00
17.	Oil and waste	825 33
	Repairs of tunnels	155 87
19.	Total	$15,111 85

20. Proportion of same to passenger department	$7,555 92½
21. Proportion of same to freight department	7,555 92½

CLASS III.—PASSENGER TRAFFIC EXPENSES.

1. Repairs of passenger, mail, and baggage cars	$2,611 88
3. Damages and gratuities, passengers	20 87
4. Salaries, wages, and incidentals of passenger trains	5,981 35
5. Salaries, wages, and incidentals of passenger stations	5,224 77
8. Total	$13,838 87

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

1. Repairs of freight cars	$1,596 82
3. Damages and gratuities, freight	74 19
4. Salaries, wages, and incidentals of freight trains	4,498 76
5. Salaries, wages, and incidentals of freight stations	5,224 77
8. Total	$11,394 54

9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$48,122 19
10. Per train mile (total passenger and freight) $1.144	
11. Percentage of expenses to total transportation earnings 53.16 per cent.	
13. Total expenses	$48,122 19

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$42,396 41
2. Percentage of same to capital stock and net debt		7 82
3. Percentage of same to total property and assets		7 26
4. Interest accrued during the year:		
On funded debt	$20,000 00	
On other debt	8,467 80	
Total		28,467 80
7. Balance for the year, or surplus		13,928 61
8. Surplus at commencement of the year	$19,695 93	
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	0.00	
9. Surplus at commencement of the year, as changed by aforesaid entries		19,695 93
10. Total surplus December 31st, 1877		33,624 54

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department as per "Revenue for the Year," No. 7	$47,420 91
2. Per passenger train mile	1 89
3. Expenses, proportion of "General Traffic Expenses" as per Class I, No. 6	3,888 46½
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 20	7,555 92½
5. Expenses "Passenger Traffic," as per Class III, No. 8	13,838 87
6. Total expenses	25,283 26
7. Per passenger train mile	1.008
8. Net earnings	22,137 65
9. Per passenger train mile	.882

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	$43,097 69
2. Per freight train mile	2 54
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	3,888 46½
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	7,555 92½
5. Expenses, "Freight Traffic," as per Class IV, No. 8	11,394 54
6. Total expenses	22,838 93
7. Per freight train mile	1.346
8. Net earnings	20,258 76
9. Per freight train mile	1.194

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

	December 31, 1876.	December 31, 1877.
Debits.		
Cost of road	$500,548 84	$508,994 35
Cost of equipment	54,482 41	66,325 01
Other investments	1,559 40	935 64
Supplies and materials on hand	3,505 30	5,993 59
Cash, cash assets, and other items (specifying same)	1,813 26	1,545 95
Due from agents and conductors	1,291 00	----------
Wells, Fargo & Company, for express	175 83	----------
Totals	$563,376 04	$583,794 54
Credits.		
Capital stock	$242,850 00	$242,850 00
Funded debt	250,000 00	250,000 00
Other debts (specifying same):		
Loan secured by bonds	47,600 00	47,600 00
Audited accounts, pay-rolls, vouchers, etc., for December, 1876; operating expenses	3,230 11	----------
Loan to pay January coupons	----------	9,720 00
Profit and loss (profit, if any)	19,695 93	33,624 54
Totals	$563,376 04	$583,794 54

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1877.

	Debits.	Credits.
Operating and general expenses	$48,122 19	----------
Interest on funded debt	20,000 00	----------
Interest on floating debt	8,467 80	----------
Gross earnings	----------	$90,518 60
Balance—profit	13,928 61	----------
Totals	$90,518 60	$90,518 60

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Colfax to Grass Valley	April 17, 1876.
From Colfax to Nevada City	May 24, 1876.
2. Length of main line of road from Colfax to Nevada City	22.64 miles.
10. Total length of road belonging to this company	22.64 miles.
11. Aggregate length of siding and other tracks not enumerated above	1.35 miles.
13. Aggregate length of track belonging to this company computed as single track	23.99 miles.
14. Same in California	23.99 miles.
16. Number of spans of bridges of twenty-five feet and upwards	2
18. Number of wooden bridges, (aggregate length, 320 feet)	2
Bridges built within the year in California	None.
19. Number of crossings of highways at grade	19
20. Number of crossings of highways over railroad	2
21. Number of crossings of highways under railroad	1
22. Number of highway bridges eighteen feet above track	0
23. Number of highway bridges less than eighteen feet above track	1
24. Number of highway crossings at which gates or flagmen are maintained	0
25. Number of highway crossings at which electric signals are maintained	0
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	22
27. Number of railroad crossings at grade, specifying each	0
28. Number of railroad crossings over other roads, specifying same	0
29. Number of railroad crossings under other railroads, specifying each (Central Pacific Railroad at Long Ravine.)	1
Roads belonging to other companies, operated by this company under lease or contract	None.

34. Total miles of road operated by this company	22.64
35. Total miles of road operated by this company in California	22.64
39. Miles of telegraph on line of road operated by tbis company	22.64
40. Miles of telegraph owned by this company	0
41. Number of telegraph offices in company stations	3
42. Number of telegraph stations operated by this company	3
43. Number of telegraph stations operated jointly by railroad and telegraph companies	3

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
1. Locomotives	3		$18,000 00
Average weight of engines in working order		36,000	
Maximum weight of engines in working order		36,000	
2. Tenders	3		
Average weight of tenders full of fuel and water		20,000	
Maximum weight of tenders full of fuel and water		20,000	
Average joint weight of engines and tenders		56,000	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 35½ feet.			
4. Total length of heaviest engine and tender over all, 44 feet.			
6. Passenger cars	2		5,000 00
Average weight		22,000	
Maximum weight		22,000	
7. Mail and baggage cars (combination)	2	18,000	4,000 00
8. Eight-wheel box freight cars	15	11,000	8,250 00
9. Four-wheel box freight cars	0		
10. Eight-wheel platform cars	20	7,000	7,000 00
11. Four-wheel platform cars	0		
12. Other cars	6		500 00
13. Total market value			$42,750 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	35
15. Number of locomotives equipped with train brakes	2
Kind of brake	Westinghouse air brake.
16. Number of cars equipped with train brakes	4
Kind of brake	Westinghouse air brake.
17. Number of passenger cars with Miller platform and buffer	4

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	12,413
2. Rate of speed of express passenger trains, including stops	11.71 miles.
3. Rate of speed of accommodation trains, including stops	11.71 miles.
4. Miles run by freight trains	4,297
5. Rate of speed of express freight trains, including stops	10 miles.
6. Rate of speed of accommodation freight trains, including stops	10 miles.
7. Miles run by other trains, and for what purpose:	
Mixed trains (passenger and freight)	25,322
Construction trains	2,781
Wood trains	1,030
8. Total train miles run	45,843
9. Total number of passengers carried	52,068
10. Total passenger mileage, or passengers carried one mile	541,472
12. Number of tons carried (not including gravel)	$16,677\frac{503}{2000}$
13. Total freight mileage, or tons carried one mile	$241,092\frac{1497}{2000}$
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents.
16. Lowest rate of fare per mile for any distance (single fare)—excursion	5½ cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company, including excursion	5.81 cents.
18. Average rate of fare per mile received from passengers to and from other roads	10 cents.

20. Average rate of fare per mile for all passengers	8.14 cents.
21. Highest rate of freight per ton per mile for any distance:	
Over seven miles	20 cents.
Under seven miles	25 cents.
22. Lowest rate of freight per ton per mile for any distance:	
Over five miles	$3\frac{3}{4}$ cents.
Under five miles	$7\frac{1}{2}$ cents.
25. Average rate of freight per ton per mile for all	16.89 cents.
26. Average number of cars in passenger trains (including baggage cars)	2.13
27. Average number of cars in freight trains—basis of eight-wheel and mixed trains	2.88
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	$42\frac{1340}{2000}$ tons.
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	$25\frac{40}{2000}$ tons.
30. Number of persons regularly employed by company, including officers	54
List of accidents in California	One passenger injured from his own misconduct or carelessness.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

February 3d, 1877—Samuel Tyrrell; passenger; undertook to jump from train at Idaho Gap before train had stopped; broke his leg.

TABLE A.—FUNDED DEBT.

To include all bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what money payable—Interest and principal	Interest. Rate.	Interest. Payable.
First mortgage, on whole road and equipment	1–325	Jan. 1, 1876	Jan. 1, 1896	Gold coin	8 per cent.	Semi-annually.

Character of.	Authorized Amount.	Total Issued. December 31, 1876.	Total Issued. December 31, 1877.	Accrued Interest. To December 31, 1876.	Accrued Interest. During Year.	Amount of bonds outstanding December 31, 1877.
First mortgage, on whole road and equipment	$325,000	$250,000	$250,000	$13,147	$20,000 00	$250,000
*		68,000	68,000	5,440	8,467 80	68,000

* Sixty-eight bonds were issued as collateral security for loan of $47,600.

Bonds sold to December 31st, 1876:

Character of	First mortgage.
Series	1–325
Amount of bonds	$250,000 00
Amount realized	250,000 00
(Paid to contractor, at par, for building and equipping road.)	

TABLE B.

United States Government bonds issued to the company	None.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line within State.		Length of Track December 31, 1877.		
		All Single Track.	Sidings.	Track and Sidings.
From—	To—	All Iron.	All Iron.	All Iron.
Colfax	Nevada City	22.64	1.35	23.99
Total on whole road, December 31st, 1877		22.64	1.35	23.99
Total on whole road, December 31st, 1876		22.64	1.10	23.74
Total constructed during year			0.25	0.25

	December 31, 1876—All within State.			December 31, 1877—All within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	47.48	27 1120-2240	1,305 1568-2240	47.98	27 1120-2240	1,319 1058-2240
Total length of rail laid during the year				0.50	27 1120-2240	13 1730-2240

TABLES D AND E.

No grants on donations and bonds or money, from States, counties, towns, corporations, or individuals.

STATE OF CALIFORNIA,
County of Nevada, } ss.

John F. Kidder, General Superintendent of the Nevada County Narrow Gauge Railroad Company, and Geo. Fletcher, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing nineteen sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed): JOHN F. KIDDER,
GEO. FLETCHER.

Subscribed and sworn to before me, this 28th day of June, 1878.

CHAS. W. KITTS,
Notary Public, Nevada County, California.

NORTH PACIFIC COAST RAILROAD COMPANY.

Returns of the North Pacific Coast Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Milton S. Latham, President	San Francisco.
J. McM. Shafter, Vice-President	San Francisco.
C. W. Howard, Director	San Francisco.
A. D. Moore, Director	San Francisco.
W. Dutton, Director	Tomales.
Jno. W. Doherty, Director	San Francisco.
W. H. L. Barnes, Director	San Francisco.
W. F. Russell, Secretary	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Number 426 California Street ..... San Francisco, California.

The North Pacific Coast Railroad Company was incorporated December 16th, 1871.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$3,000,000 00
2. Capital stock authorized by votes of company		3,000,000 00
3. Capital stock issued (number of shares, 10,749); amount paid in		1,074,900 00
4. Capital stock paid in on shares not issued (number of shares, none)		0 00
5. Total amount paid in as per books of the company		1,074,900 00
6. Amount of capital stock issued but not full paid		0 00
7. Amount per share still due thereon		0 00
8. Par value of shares issued		100 00
9. Total number of stockholders	15	
10. Number of stockholders in California	15	
11. Amount of stock held in California (10,749 shares)		1,074,900 00

*By original articles of incorporation.

DEBT.

12. Funded debt		None.
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$1,689,054 91
All other debts, current credit balances, etc.		323,507 46
15. Total amount of unfunded debt		$2,012,562 37
16. Total gross debt liabilities		$2,012,562 37
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$538 35	
Other securities and debt balances	56,287 05	
		56,825 40
18. Total net debt liabilities		$1,955,736 97
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each:		
San Rafael and San Quentin Railroad Company		40,000 00
20. Amount of claims against the company which for any reason have not been entered upon the books		0 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction (items not kept separately):	
To December 31st, 1876	$2,500,043 11
To December 31st, 1877	2,773,954 91
Equipment	See construction.

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands 20. Stock of other roads	None.

21. Bonds of other roads	None.
22. Other securities	
23. Steamboat property	Included in construction.
24. Investments in transportation lines	None.
25. Other property purchased	None.
27. Whole amount of permanent investments	$2,773,954 91
28. Property in California	All.
30. Cash and cash assets	56,825 40
31. Total property and assets of the company	2,830,780 31
32. Sinking and contingent funds	0 00

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

Total expenditures charged (items not kept separately)	$273,911 80

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$161,195 38
2. Derived from passengers from and to other roads, over roads operated by this company	0 00
3. Derived from other roads as tolls for use of passenger cars	
4. Derived from other sources belonging to passenger department	
5. Derived from express and extra baggage	9,597 62
6. Derived from mails	7,868 27
7 Total earnings from passenger department	$178,661 27
8. Derived from local freight on roads operated by this company	$193,250 74
9. Derived from other roads as tolls or for use of freight cars	0 00
10. Derived from freight from and to other roads on joint tariff	
11. Derived from other sources belonging to freight department	
12. Total earning from freight department	$193,250 74
13. Derived from rents for use of road and equipment when leased	$0 00
14. Total transportation earnings	$371,912 01
15. Earnings per mile of road operated	$4,075 75
16. Per train mile (total passenger and freight)	1 37
17. Income derived from rent of property, other than road and equipment, specifying same:	
Charters and towage	6,670 00
Rents of bar, restaurants, etc.	3,958 20
Miscellaneous	1,913 80
18. Income derived from all other sources (including accretions from sinking funds, investments in stocks, bonds, steamboat property, transportation lines, etc.), specifying same	0 00
19. Total income derived from all sources	$384,454 01

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	See profit and loss account.
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Salaries	$14,651 67
Incidentals	1,739 10
Advertising	3,066 19
Rents	3,750 00
Legal services	909 50
Stationery	489 28
Ferry expenses (exclusive of fuel)	34,982 41
Injuries to stock	512 75
3. Insurance premiums and losses by fire, and damages for fires set by engines	1,051 55
4. Telegraph expenses	54 00
5. Total	$61,206 45
6. Proportion belonging to passenger department	32,592 31
7. Proportion belonging to freight department	28,614 14

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1.	Repairs of road (exclusive of bridges, new rails, and new ties)	$43,637 48
5.	Repairs of bridges	6,556 89
6.	Repairs of buildings and fixtures (stations and turn-tables)	2,353 81
7.	Repairs of and additions to machine shops and machinery	612 02
10.	Repairs of locomotives	6,646 44
14.	Fuel for engines and steamers:	
	Number of cords of wood, 4,456; cost, $5 50 per cord	24,508 00
	Number of tons of coal, 2,791; cost, $9 57 per ton	26,711 24
15.	Water and water stations	1,456 13
17.	Oil and waste	2,190 71
19.	Total	$114,672 72
20.	Proportion of same to passenger department	57,289 12
21.	Proportion of same to freight department	57,383 60

CLASS III.—PASSENGER TRAFFIC EXPENSES.

1.	Repairs of passenger, mail, and baggage cars	$5,176 66
3.	Damages and gratuities, passengers	30 00
4.	Salaries, wages, and incidentals of passenger trains	13,949 91
5.	Salaries, wages, and incidentals of passenger stations	13,680 10
6.	Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same: Saucelito Land and Ferry Company for transportation of passengers over ferry	3,933 10
8.	Total	$36,769 77

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

1.	Repairs of freight cars	$6,749 89
3.	Damages and gratuities, freight	761 92
4.	Salaries, wages, and incidentals of freight trains	16,881 51
5.	Salaries, wages, and incidentals of freight stations	13,680 12
8.	Total	$38,073 44
9.	Total expenses of operating the road embraced in Classes I, II, III, and IV	$250,722 38
10.	Per train mile (total passenger and freight) $92 48	
11.	Percentage of expenses to total transportation earnings 67.41 per cent.	
13.	Total expenses	$250,722 38

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1.	Total earnings from passenger department, as per "Revenue for the Year," No. 7	$178,661 27
2.	Per passenger train mile	1 44
3.	Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	32,592 31
4.	Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 20	57,289 12
5.	Expenses "Passenger Traffic," as per Class III, No. 8	36,769 77
6.	Total expenses	126,651 20
7.	Per passenger train mile	1 02
8.	Net earnings	52,010 07
9.	Per passenger train mile	42

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1.	Total earnings from freight department, as per "Revenue for the Year," No. 12	$193,250 74
2.	Per freight train mile	1 31
3.	Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	28,614 14
4.	Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	57,383 60
5.	Expenses, "Freight Traffic," as per Class IV, No. 8	38,073 44
6.	Total expenses	124,071 18
7.	Per freight train mile	84
8.	Net earnings	69,179 56
9.	Per freight train mile	47

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

	December 31, 1876.	December 31, 1877.
Debits.		
Cost of road, Cost of equipment, Other investments	$2,500,043 11	$2,773,954 91
Supplies and materials on hand	3,965 50	----------
Cash, cash assets, and other items (specifying same):		
Agents	1,653 56	1,773 09
Sundry persons	7,545 91	54,513 96
Cash on hand	6,034 37	538 35
Profit and loss (loss, if any)	213,722 31	256,682 06
Totals	$2,732,964 76	$3,087,462 37
Credits.		
Capital stock	$542,525 00	$1,074,900 00
Other debts (specifying same):		
Bills payable	1,403,806 83	1,802,490 61
Sundry persons	786,632 93	210,071 76
Totals	$2,732,964 76	$3,087,462 37

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1877.

	Debits.	Credits.
Interest and discount	$166,721 04	----------
Operating expense	250,722 38	----------
Taxes	9,544 95	----------
Bad debts written out	425 39	----------
Earnings	----------	$384,454 01

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Saucelito to Tomales	January 11, 1875.
From Tomales to Howard's	October 16, 1876.
From Howard's to Tyrone	April 2, 1877.
From Tyrone to Duncan Mills	May 15, 1877.
2. Length of main line of road from San Francisco to Duncan Mills (including Saucelito ferry, 6 miles)	80.25 miles.
Length of main line in California exclusive of ferry	74.25 miles.
Length of main line in other States	None.
5. Branches owned by the company (names and description of; single or double track):	
One—single track—three feet gauge	2.00 miles.
6. Total length of branches owned by the company	2.00 miles.
7. Total length of branches owned by the company in California	2.00 miles.
8. Total length of branches owned by the company in other States	None.
9. Length of double track on branches	None.
10. Total length of road belonging to this company (including San Quentin ferry, 11.5 miles)	87.75 miles.
11. Aggregate length of siding and other tracks not enumerated above	9.75 miles.
12. Same in California	9.75 miles.
13. Aggregate length of track belonging to this company computed as single track	All single.
14. Same in California	All single.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	None.
16. Number of spans of bridges of twenty-five feet and upwards	13
17. Number of iron bridges	0

18. Number of wooden bridges (aggregate length, 1,651 feet)	13
Bridges built within the year in California:	
Location	Russian River.
Kind	Howe truss.
Material	Wood.
Length	400 feet.
When built	June, 1877.
19. Number of crossings of highways at grade	26
20. Number of crossings of highways over railroad	0
21. Number of crossings of highways under railroad	5
22. Number of highway bridges eighteen feet above track	
23. Number of highway bridges less than eighteen feet above track	
24. Number of highway crossings at which gates or flagmen are maintained	
25. Number of highway crossings at which electric signals are maintained	0
27. Number of railroad crossings at grade, specifying each	
28. Number of railroad crossings over other roads, specifying same	
29. Number of railroad crossings under other railroads, specifying each	

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, description, and length of each:	
Name of company	San Rafael and San Quentin Railroad.
Termini	From San Rafael to San Quentin.
Length	3.50 miles.
Dates of lease	From March 11, 1875, to March 11, 1918.
Amount of rental	$1 00
31. Total length of above roads	3.50 miles.
32. Total length of above roads in California	3.50 miles.
33. Total length of above roads in other States, specifying each	None.
34. Total miles of road operated by this company, including San Quentin Ferry	91.25 miles.
35. Total miles of road operated by this company in California	91.25 miles.
36. Number of stations on all roads operated by this company	30
37. Number of stations on all roads owned by this company	28
38. Same in California	All.
39. Miles of telegraph on line of road operated by this company	79.75 miles.
40. Miles of telegraph owned by this company	None.
41. Number of telegraph offices in company stations	14
42. Number of telegraph stations operated by this company	14
43. Number of telegraph stations operated jointly by railroad and telegraph companies	14

ROLLING STOCK.

	Number.	Average weight, (Pounds).	Market value.
1. Locomotives and tenders	12		$48,000 00
Average weight of engines in working order		43,170	
2. Tenders	12		
Average weight of tenders full of fuel and water		22,580	
Average joint weight of engines and tenders		65,750	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 38 feet.			
4. Total length of heaviest engine and tender over all, 42 feet.			
5. Snow plows	0		
6. Passenger cars	16	12,000	28,800 00
7. Mail and baggage cars	3	11,000	2,400 00
8. Eight-wheel box freight cars	30	10,000	7,500 00
9. Four-wheel box freight cars	0		
10. Eight-wheel platform cars	270	8,000	50,250 00
12. Other cars—Directors' car	1	16,000	5,000 00
13. Total market value			$141,950 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	300
15. Number of locomotives equipped with train brakes	4
Kind of brake	Westinghouse air brake.
16. Number of cars equipped with train brakes	16
Kind of brake	Westinghouse air brake.
17. Number of passenger cars with Miller platform and buffer	16

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	124,041
2. Rate of speed of express passenger trains, including stops	15 miles per hour.
4. Miles run by freight trains	147,066
5. Rate of speed of freight trains including stops	10 miles per hour.
8. Total train miles run	271,107
9. Total number of passengers carried	305,284
10. Total passenger mileage, or passengers carried one mile	No statistics kept.
11. Passenger mileage to and from other roads	None.
12. Number of tons carried (not including gravel)	81,968½
13. Total freight mileage, or tons carried one mile	No statistics kept.
14. Freight mileage to and from other roads	None.
15. Highest rate of fare per mile for any distance (excluding one mile)	8.56 cents.
16. Lowest rate of fare per mile for any distance (single fare)	3⅓ cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	No statistics kept.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	
18. Average rate of fare per mile received from passengers to and from other roads	None.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	0.6 cents.
20. Average rate of fare per mile for all passengers	No statistics.
21. Highest rate of freight per ton per mile for any distance	46⅔ cents.
22. Lowest rate of freight per ton per mile for any distance	3⅓ cents.
23. Average rate of local freight per ton per mile on roads operated by this company	No statistics.
24. Average rate of freight per ton per mile to and from other roads	None.
25. Average rate of freight per ton per mile for all	No statistics.
26. Average number of cars in passenger trains (including baggage cars)	4
27. Average number of cars in freight trains—basis of eight-wheel	20
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	104,000 pounds.
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	226,000 pounds.
30. Number of persons regularly employed by company, including officers	281

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip)	Season or "commutation" tickets sold only between San Francisco and San Rafael.
2. Passengers to San Francisco (including season)	139,630
3. Passengers from San Francisco (including season)	141,129
4. Season ticket passengers to and from San Francisco (one round trip daily)	66,900

LIST OF ACCIDENTS IN CALIFORNIA.

From causes beyond their own control—in California:	
Passengers injured	1
Employés injured	1
Total on whole road operated:	
Passengers injured	1
Employés injured	1

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

May 5th, 1877—William Black, aged 10 years, passenger; caught foot in machinery while playing on deck of Steamer "Contra Costa;" slightly hurt.

September 24th, 1877—James Moran, brakeman; injured foot while in performance of his duties.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line—All within State.		Length of Track and Sidings December 31, 1877.			
From—	To—	Track—All Single.		Sidings.	Track and Sidings.
		All Iron.	Steel.	All Iron.	Iron.
Saucelito	Duncan Mills	74.25		9.75	84.00
Junction	San Rafael	2.00			2.00
Total on whole road, December 31st, 1877		76.25			
Total on whole road, December 31st, 1876		66.25			
Total constructed during year, all within State		10.00			

	December 31, 1876—All within State.			December 31, 1877—All within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	132½	32	4,240	152½	33⅓	5,083⅓

Total length of iron rail laid during the year ..... 20 miles.
Total length of steel rail laid during the year ..... None.
Of the iron rail, the length of re-rolled iron was .....

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Bonds, character of ..... County.
Date ..... May 5, 1876.
Due ..... May 5, 1896.
Interest payable, by whom ..... Marin County, California.
Interest payable, when ..... Semi-annually.
Interest payable, rate ..... 7 per cent.
Total amount of bonds or cash $160,000 00
Amount of bonds disposed of 160,000 00
Cash realized 144,208 00
Discount 5,792 00
Interest accrued to company ..... None.
Amount held by company as an investment ..... None.

STATE OF CALIFORNIA, }
County of San Francisco, } ss.

John W. Doherty, President of the North Pacific Coast Railroad Company, and W. F. Russell, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing thirty-six sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that, as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed): JOHN W. DOHERTY, President.
W. F. RUSSELL, Secretary.

Subscribed and sworn to before me, this 13th day of August, 1878.

JAS. L. KING, Notary Public.

SAN LUIS OBISPO AND SANTA MARIA VALLEY RAILROAD COMPANY.

Returns of the San Luis Obispo and Santa Maria Valley Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

John Rosenfeld, President	San Francisco.
A. Blockman, Vice-President	San Francisco.
John O'Farrell, Managing Director	San Francisco.
Wm. H. Knight, Secretary	Oakland.
Geo. C. Perkins, Treasurer	San Francisco.
John Rosenfeld, Director	San Francisco.
A. Blockman, Director	San Francisco.
John O'Farrell, Director	San Francisco.
Geo. C. Perkins, Director	San Francisco.
F. S. Wensinger, Director	San Francisco.
Christopher Nelson, Director	San Francisco.
John Harford, Director	San Luis Obispo.

BUSINESS ADDRESS OF THE COMPANY.

No. 10 Market Street ..... San Francisco, California.

The San Luis Obispo and Santa Maria Valley Railroad Company was incorporated April 22d, 1875.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$500,000 00
2. Capital stock authorized by votes of company		500,000 00
3. Capital stock issued (number of shares, 298)†		149,000 00
4. Capital stock paid in on shares not issued		None.
5. Total amount paid in as per books of the company		121,000 00
6. Amount of capital stock issued but not full paid		28,000 00
7. Amount per share still due thereon‡		Various.
8. Par value of shares issued		$500 00
9. Total number of stockholders	35	
10. Number of stockholders in California	35	
11. Amount of stock held in California		149,000 00

* By original articles of incorporation.

† The company issued capital stock for $149,000. Of this 298 shares, 56 shares were delivered and sold by our taking notes on 6, 12, 18, and 24 months time, and the company hold the stock as security for the notes, only a portion of which is paid. The item of "Bills Receivable" is for amount unpaid on this stock.

‡ Some have paid on all notes, and some have paid nothing.

DEBT.

12. Funded debt, as follows:		
Bonds—One hundred and twenty, value $1,000 each		$120,000 00
Interest paid on same during year	$11,600 00	
Certificates of indebtedness		0 00
Interest paid on same during year	0 00	
13. Total amount of funded debt		$120,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$20,500 00
All other debts, current credit balances, etc.		10,358 01
15. Total amount of unfunded debt		$30,858 01
16. Total gross debt liabilities		$150,858 01
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$148 04	
Materials and supplies on hand	172 45	
Sinking funds	0 00	
Other securities and debt balances	21,858 62	
		22,179 11
18. Total net debt liabilities		$128,678 90

19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each	0 00
20. Amount of claims against the company which for any reason have not been entered upon the books	0 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1876.	To December 31, 1877.
1. Grading and masonry	$43,573 01	$43,573 01
2. Bridging and trestle work *	18,012 15	18,012 15
3. Superstructure, including rails	97,394 07	99,609 42
4. Land and right of way	1,359 50	1,359 50
Fences	1,766 25	1,823 00
5. Passenger and freight stations †	9,389 91	12,138 69
6. Engine houses, car sheds, and turn-tables †		
7. Railroad wharf and approach to wharf †	16,457 74	16,837 85
8. Interest and discount on bonds	15,857 76	15,857 76
9. Engineering	13,691 44	13,721 44
Agencies, salaries, and other expenses during construction	6,624 59	6,674 59
11. Total cost of construction	$224,126 42	$229,607 41

* Bridging and trestle work are kept together.

† The company have only three stations, and all these items in these questions are kept as "Buildings." No machine shops or tools.

Equipment.

	Number.	To December 31, 1876 — Cost.	Number.	To December 31, 1877. — Cost.
12. Locomotives	2	$14,410 74	2	$14,410 74
13. Snow plows on wheels—none	------	----------	------	----------
14. Parlor cars—none	------	----------	------	----------
15. Sleeping cars—none	------	----------	------	----------
16. Passenger cars	1	2,000 00	1	2,000 00
Mail cars—none	------	----------	------	----------
Baggage cars—none	------	----------	------	----------
17. Freight cars	22	9,000 00	22	9,000 00
Other cars	3	353 95	3	353 95
Canvas covers for cars	------	379 45	------	379 45
Total freight on all cars and locomotives from San Francisco	------	4,423 35	------	4,423 35
18. Total for equipment	------	$30,567 49	------	$30,567 49

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands:	
To December 31st, 1876	$30,021 60
To December 31st, 1877	30,021 60
(Harford property—includes right of way, road bed, railroad franchise, wharf, etc.)	
20. Stock of other roads	None.
21. Bonds of other roads	
22. Other securities	
23. Steamboat property	
24. Investments in transportation lines	
25. Other property purchased	
26. Total for property purchased, etc.	$30,021 61
27. Whole amount of permanent investments	290,196 50
28. Property in California	290,196 50
29. Amount of supplies and materials on hand	172 45
30. Cash and cash assets	22,006 66
31. Total property and assets of the company	312,375 62
32. Sinking and contingent funds	None.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	$0 00
2. Bridging	
3. Superstructure, including rails	2,215 35
4. Land	0 00
Land damages	
Fences	56 75
5. Passenger and freight stations, and water stations	2,748 78
Railroad wharf	380 11
7. Machine shops	0 00
8. Engineering, agencies, salaries, and other expenses during construction	80 00
9. Locomotives	0 00
10. Snow plows on wheels	
11. Parlor cars	
12. Sleeping cars	
13. Passenger, mail, and baggage cars	
14. Freight and other cars	
15. Purchase of other roads, specifying what	
16. Subscriptions or loans to other roads, specifying same	0 00
17. Any other expenditures charged to property account, specifying same	
18. Total	$5,480 99
19. Property sold and credited to property account during the year, specifying same	0 00
20. Net addition to property account for the year	$5,480 99

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$3,888 23
2. Derived from passengers from and to other roads, over roads operated by this company	0 00
3. Derived from other roads as tolls for use of passenger cars	0 00
4. Derived from other sources belonging to passenger department	0 00
5. Derived from express and extra baggage	Included in freight.
6. Derived from mails	0 00
7. Total earnings from passenger department	$3,888 23
8. Derived from local freight on roads operated by this company	$14,240 16
11. Derived from other sources belonging to freight department (storage and baggage)	131 04
12. Total earning from freight department	$14,371 20
13. Derived from rents for use of road and equipment when leased	0 00
14. Total transportation earnings	$18,259 43
15. Earnings per mile of road operated	1,706 48
16. Per train mile (total passenger and freight)	Cannot state.
17. Income derived from rent of property, other than road and equipment, specifying same	0 00
18. Income derived from all other sources, (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same:	
Wharfage, dockage and commission, attending Pacific Coast Steamship Company's business at Port Harford railroad wharf	12,576 65
19. Total income derived from all sources	$30,836 08

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local ($68 75; $871 88),	$940 63
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Incidental—Includes salaries managing director, legal expenses, Secretary's salary and sundries	1,908 36
Train Expense—Pay-roll passenger and freight trains, oil and waste and sundries	3,065 17
Amount carried forward	$5,914 16

Amount brought forward	$5,914 16
Station Expenses—Salaries of agents, printing, stamps, blank books, stationery	2,708 67
General Expense—Advertising, lost freight, and sundries, rebates	137 17
Uncollectable bills	37 90
Port Harford Wharf—Agents' salaries, labor, rent of People's wharf, etc.	6,739 97
3. Insurance premiums and losses by fire, and damages for fires set by engines	0 00
4. Telegraph expenses	Charged to station expenses.
5. Total	$15,537 87
6. Proportion belonging to passenger department 7. Proportion belonging to freight department	Cannot tell.

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$2,176 42
2. Iron rails laid, deducting old rails taken up	0 00
3. Steel rails laid, deducting old rails taken up	0 00
4. New ties	0 00
5. Repairs of bridges	0 00
6. Repairs of buildings and fixtures, (stations and turn-tables) and water stations	209 36
7. Repairs of and additions to machine shops and machinery 8. Repairs of fences, road crossings, and signs 9. Removing ice and snow	0 00
10. Repairs of locomotives and all rolling stock	738 06
11. New locomotives, charged to operating expenses 12. Repairs of snow plows 13. New snow plows, charged to operating expenses	0 00
14. Fuel for engines and cars:	
Number of cords of wood, 688; cost, about average $2 50 per cord	1,720 66
Number of tons of coal	None.
15. Water and water stations	Included in station expenses.
16. Fuel for stations and shops 17. Oil and waste	Included in train expenses.
18. Switchmen, watchmen, flag and signalmen	0 00
19. Total	$4,844 50
20. Proportion of same to passenger department 21. Proportion of same to freight department	Cannot tell.
22. Of the above there was expended for other than ordinary repairs	0 00

CLASS III.—PASSENGER TRAFFIC EXPENSES.

1. Repairs of passenger, mail, and baggage cars	Included in repairs to rolling stock.
2. New passenger, mail, and baggage cars (charged to operating expenses) 3. Damages and gratuities, passengers	None.
4. Salaries, wages, and incidentals of passenger trains 5. Salaries, wages, and incidentals of passenger stations	Included in train expenses.
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same	None.
7. Amount paid other roads for balance of mileage and passenger cars	

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

1. Repairs of freight cars	Included in repairs to rolling stock.
2. New freight cars (charged to operating expenses)	None.
3. Damages and gratuities, freight	$137 50
4. Salaries, wages, and incidentals of freight trains 5. Salaries, wages, and incidentals of freight stations	Included in train expenses.
6. Paid corporations or individuals not operating roads for use of freight cars 7. Amount paid other roads for balance of mileage of freight cars	None.
8. Total	$137 50

9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$20,519 87
11. Percentage of expenses to total transportation earnings	1.124 per cent.
12. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed	0 00
13. Total expenses	$20,519 87

NET INCOME, DIVIDENDS, ETC.

1. Total net income 4. Interest accrued during the year 5. Dividends declared for the year	$0 00
7. Balance for the year, or deficit	4,428 42
8. Surplus at commencement of the year	16,946 03
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	0 00
9. Surplus at commencement of the year, as changed by aforesaid entries	16,946 03
10. Total surplus December 31st, 1877	12,517 61
11. Paid to sinking funds in hands of Trustees	0 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.*

1. Total earnings from passenger department as per "Revenue for the Year," No. 7	$3,888 23
5. Expenses "Passenger Traffic," as per Class III, No. 8	Cannot segregate.
6. Total expenses	Included in both freight and passenger.
8. Net earnings	See note.

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.*

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	$14,371 20
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21 (cannot segregate)	137 50
8. Net earnings	$14,234 70

*NOTE.—Questions 2, 4, 5, 7, and 9. This road is short, business irregular, depending largely on number of steamers arriving at Port Harford; often the passenger and freight cars are one, and the same engineer, conductor, and brakeman run on both passenger and freight trains; the same locomotive and fuel account is used for both passenger and freight business; hence the difficulty of segregating the passenger and freight business.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

	December 31, 1876.	December 31, 1877.
Debits.		
Cost of road	$224,126 42	$229,607 41
Cost of equipment	30,567 49	30,567 49
Other investments	30,021 61	30,021 61
Supplies and materials on hand	----------	172 45
Sinking funds in hands of Trustees—none	----------	----------
Cash, cash assets, and other items (specifying same)	79 77	148 04
Amount due from agents	1,093 97	1,478 62
Bills receivable	23,250 00	20,380 00
Totals	$309,139 26	$312,375 62
Credits.		
Capital stock	$149,000 00	$149,000 00
Funded debt	120,000 00	120,000 00
Other debts (specifying same):		
Bills payable	20,500 00	20,500 00
Due to Treasurer	1,321 56	5,410 79
Due for sundry bills	1,371 67	4,947 22
Profit and loss (profit, if any)	16,946 03	12,517 61
Totals	$309,139 26	$312,375 62

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1877.

	Debits.	Credits.
Railroad wharf and commission account		$12,576 65
Passenger account		3,888 23
Freight receipts		14,240 16
Storage and baggage		131 04
Railroad wharf and commission account	$6,739 97	
Repairs to rolling stock	738 06	
Repairs to building and water stations	209 36	
Repairs to track	2,176 42	
Station and office expenses	2,708 67	
Train expenses	3,065 17	
General expenses	75 79	
Rebates and overcharges	61 38	
Incidental expenses	1,908 36	
Interest account	14,744 63	
Uncollectable bills	37 90	
Fuel account	1,720 66	
Damages to freight	137 50	
Taxes	940 63	
Profit and loss—loss		4,428 42
Totals	$35,264 50	$35,264 50

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use: From ocean to San Luis Obispo	September 1, 1877.
2. Length of main line of road from Port Harford to San Luis Obispo	10.67 miles.
Length of main line in California	10.67 miles.
Length of main line in other States	None.
4. Length of double track on main line	None.
5. Branches owned by the company	None.
10. Total length of road belonging to this company	10.67 miles.
11. Aggregate length of siding and other tracks not enumerated above	1.03 miles.
12. Same in California	1.03 miles.
13. Aggregate length of track belonging to this company computed as single track	11.70 miles.
14. Same in California	11.70 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	None.
16. Number of spans of bridges of twenty-five feet and upwards	None.
17. Number of iron bridges	None.
18. Number of wooden bridges, (aggregate length, 145 feet)	3
Bridges built within the year in California	None.
19. Number of crossings of highways at grade	4
20. Number of crossings of highways over railroad 21. Number of crossings of highways under railroad 22. Number of highway bridges eighteen feet above track 23. Number of highway bridges less than eighteen feet above track 24. Number of highway crossings at which gates or flagmen are maintained 25. Number of highway crossings at which electric signals are maintained	0
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	4
27. Number of railroad crossings at grade, specifying each 28. Number of railroad crossings over other roads, specifying same 29. Number of railroad crossings under other railroads, specifying each 30. Roads belonging to other companies operated by this company under lease or contract	None.
34. Total miles of road operated by this company	10.70
35. Total miles of road operated by this company in California	10.70
36. Number of stations on all roads operated by this company	3
37. Number of stations on all roads owned by this company	3
38. Same in California	3
39. Miles of telegraph on line of road operated by this company	0
40. Miles of telegraph owned by this company	0
41. Number of telegraph offices in company stations	1
42. Number of telegraph stations operated by this company	0

43. Number of telegraph stations operated jointly by railroad and telegraph companies 0

ROLLING STOCK.

	Number.	Average Weight, (Pounds).	Cost.*
1. Locomotives—Baldwin locomotive and tender	1	44,000	$16,600 00
Tank locomotive	1	14,000	
5. Snow plows—none			
6. Passenger cars	1	Cannot state.	2,800 00
7. Mail and baggage cars—none			
8. Eight-wheel box freight cars	2	Cannot state.	1,600 00
9. Four-wheel box freight cars—none			
10. Eight-wheel platform cars	20	Cannot state.	8,843 00
11. Four-wheel platform cars—none			
12. Other cars			425 00
Coal and gravel—none			
13. Total market value			$30,568 00

*Market value estimated 30 per cent. less than cost.

15. Number of locomotives equipped with train brakes	1
Kind of brake	Air brake.
16. Number of cars equipped with train brakes	All.
Kind of brake	Hand brakes.
17. Number of passenger cars with Miller platform and buffer	None.

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	All trains mixed; 14 miles per hour.
2. Rate of speed of express passenger trains, including stops	
3. Rate of speed of accommodation trains, including stops	
4. Miles ran by freight trains	Irregular; cannot state.
5. Rate of speed of express freight trains, including stops	All trains mixed; 10 miles per hour.
6. Rate of speed of accommodation freight trains, including stops	
7. Miles run by other trains, and for what purpose	Irregular, and cannot state.
8. Total train miles run	Irregular, and cannot state.
9. Total number of passengers carried	4,304
11. Passenger mileage to and from other roads	None.
12. Number of tons carried (not including gravel)*	
14. Freight mileage to and from other roads	None.
15. Highest rate of fare per mile for any distance (excluding one mile)	8 cents.
16. Lowest rate of fare per mile for any distance (single fare)	6 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	7 cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	7 cents
18. Average rate of fare per mile received from passengers to and from other roads	None.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	None.
20. Average rate of fare per mile for all passengers	7 cents.
21. Highest rate of freight per ton per mile for any distance	30 cents.
22. Lowest rate of freight per ton per mile for any distance	10½ cents.
23. Average rate of local freight per ton per mile on roads operated by this company	15 cents.
24. Average rate of freight per ton per mile to and from other roads	None.
25. Average rate of freight per ton per mile for all	15 cents.
26. Average number of cars in passenger trains (including baggage cars)	1
27. Average number of cars in freight trains—basis of eight-wheel	3
30. Number of persons regularly employed by company, including officers	15
List of accidents in California	None.

*12,850,301 pounds of general merchandise; 2,743 pounds of asphaltum; 63 barrels of petroleum; 3,257 pounds of powder; 482 barrels of lime; 1,394,755 feet of lumber; 10,803 pickets; 6,958 posts; 101,125 shakes; 272,000 shingles; 60 cords of wood; 94,000 laths; 3,324 hogs; 2,923 sheep; 28 cattle.

TABLE A.—FUNDED DEBT. TO INCLUDE ALL BONDS PAYABLE BY THE COMPANY, EXCEPT UNITED STATES GOVERNMENT BONDS.

Character of bonds	First mortgage.
Series	A.
Date	February 14.
Due	August 30, 1877.
In what money payable—interest and principal	Gold.
Interest—rate	10 per cent.
Interest—payable	Monthly.
Authorized amount	$120,000 00
Total issued—December 31st, 1876	120,000 00
Total issued—December 31st, 1877	120,000 00
Accrued interest to December 31st 1876	Paid.
Accrued interest during year	Paid.
Accrued interest over-due	Paid.
Amount of bonds outstanding December 31st, 1877	120,000 00
Bonds redeemed	None.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company,

Main Line—All within State.		Length of Track and Sidings December 31st, 1877.		
		Track—All Single.	Sidings.	Track and Sidings.
From—	To—	All Iron.	All Iron.	All Iron.
Port Harford	San Luis Obispo	10.67	1.03	11.70
Total on whole road, December 31st, 1877		10.67	1.03	11.70
Total on whole road, December 31st, 1876		10.67	1.03	11.70
Total constructed during year—none				

	December 31, 1876—All within State.			December 31, 1877—All within State.		
	Length in Miles	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles	Average Weight per Mile, (Tons).	Average Weight, (Tons).
Length of iron rail	23.40	33	772.2	23.40	33	772.2
Length of steel rail	0.00			0.00		

Total length of iron rail laid during the year	None.
Total length of steel rail laid during the year	
Of the iron rail, the length of re-rolled iron was	

TABLE D.

Grants or donations, in bonds or money, from States, counties, towns, corporations, or individuals, not repayable by company	None.

TABLE E.

Other aids or grants from the United States, States, counties, corporations, or individuals	None.

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

John O'Farrell, Managing Director of the San Luis Obispo and Santa Maria Valley Railroad Company, and W. H. Knight, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper offiecrs of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that, as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed): JOHN O'FARRELL, Managing Director.
W. H. KNIGHT, Secretary.

Subscribed and sworn to before me, this 28th day of June, 1878.

JAMES MASON, Notary Public.

NOTE.—The President of the railroad is in Europe at present, and will be absent for months.

SANTA CRUZ RAILROAD COMPANY.

Returns of the Santa Cruz Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

F. A. Hihn, President ..... Santa Cruz.
Amasa Pray, Secretary ..... Santa Cruz.
Titus Hale, Treasurer ..... Santa Cruz.
B. F. Porter, Director ..... Soquel.
R. C. Kirby, Director ..... Santa Cruz.
F. Hagemann, Director ..... San Francisco.
John Brazer, Director ..... Santa Cruz.

BUSINESS ADDRESS OF THE COMPANY.

Santa Cruz Railroad Company ..... Santa Cruz, California.

The Santa Cruz Railroad Company was incorporated June 3d, 1873.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$1,000,000 00
2. Capital stock authorized by votes of company		1,000,000 00
3. Capital stock issued (number of shares, 5,095½); amount paid in		201,150 00
4. Capital stock paid in on shares not issued		405 19
5. Total amount paid in as per books of the company		201,555 19
6. Amount of capital stock issued but not full paid		None.
8. Par value of shares issued		100 00
9. Total number of stockholders	90	
10. Number of stockholders in California	90	
11. Amount of stock held in California		All.

*By original articles of incorporation.

DEBT.

12. Funded debt, as follows:		
Bonds (first mortgage)		$125,000 00
Interest on same during year	$12,500 00	
Certificates of indebtedness		0 00
Interest paid on same during year	0 00	
Accrued interest remaining unpaid to December 31st, 1877		6,700 00
13. Total amount of funded debt		$131,700 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property	$64,370 64	
All other debts, current credit balances, etc.	940 56	
15. Total amount of unfunded debt		65,311 20
16. Total gross debt liabilities		$197,011 20
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$0 00	
Materials and supplies on hand—wood	850 00	
Sinking funds	0 00	
Other securities and debt balances, uncollectable bills and debt balances	1,334 29	
		2,184 29
18. Total net debt liabilities		$194,826 91
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each		$0 00
20. Amount of claims against the company which for any reason have not been entered upon the books:		
Unpaid bills (estimated)		300 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1877.
1. Grading and masonry	$129,176 23
2. Bridging	65,625 47
3. Superstructure, including rails	128,064 22
4. Land	15,292 50
Land damages	14,600 56
Fences	11,617 08
5. Passenger and freight stations	13,190 12
6. Engine houses, car sheds, and turn-tables	3,129 02
7. Machine shops, including machinery and tools	2,537 92
8. Interest	42,995 48
9. Engineering	9,917 71
Agencies, salaries, and other expenses during construction	27,381 28
Discount on mortgage and company bonds	34,690 00
11. Total cost of construction	$498,217 59

Equipment.

	Number.	To December 31, 1877. Cost.
12. Locomotives	3	$21,606 41
16. Passenger cars	6	11,594 48
Mail cars / Baggage cars	1	800 00
17. Freight cars	25	13,100 00
Other cars	7	950 00
Unfinished material on hand	----	1 350 00
18. Total for equipment	----	$49,400 89

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN FOREGOING ACCOUNTS.

24. Investments in transportation lines:		
Investment in City Railroad Company, to December 1st, 1877, price paid		$5,172 75
26. Total for property purchased, etc.		$5,172 75
27. Whole amount of permanent investments		547,618 48
28. Property in California		All.
29. Amount of supplies and materials on hand		850 00
30. Cash and cash assets		1,334 29
31. Total property and assets of the company		$554,975 52

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry / 2. Bridging / 3. Superstructure, including rails / 4. Land / Land damages / Fences / 5. Passenger and freight stations / Wood sheds and water stations / 6. Engine houses, car sheds, and turn-tables / 7. Machine shops / 8. Engineering, agencies, salaries, and other expenses during construction	$10,880 61

9. Locomotives		
10. Snow plows on wheels		
11. Parlor cars		$1,661 44
12. Sleeping cars		
13. Passenger, mail, and baggage cars		
14. Freight and other cars		
19. Property sold and credited to property account during the year, specifying same:		
1,100 feet track, cars, etc.		5,172 75

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$12,969 23
2. Derived from passengers from and to other roads, over roads operated by this company	13,343 70
5. Derived from express and extra baggage	1,537 89
6. Derived from mails	1,073 60
7. Total earnings from passenger department	$28,924 42
8. Derived from local freight on roads operated by this company	$5,660 50
10. Derived from freight from and to other roads on joint tariff	7,713 13
11. Derived from other sources belonging to freight department	147 39
12. Total earnings from freight department	$13,521 02
14. Total transportation earnings	$42,445 44
15. Earnings per mile of road operated	$200 55
16. Per train mile (total passenger and freight)	2 00
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same:	
Dividends from stock in City Railroad Company (horse cars)	$598 53
Premium on gold	488 24
19. Total income derived from all sources	$43,532 21

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	$2,720 76
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	3,842 12
5. Total	$6,562 88
6. Proportion belonging to passenger department	No separate account kept, as we are running mostly mixed trains.
7. Proportion belonging to freight department	

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$6,057 91
5. Repairs of bridges	255 64
6. Repairs of buildings and fixtures, (stations and turn-tables)	35 00
8. Repairs of fences, road crossings, and signs	80 00
10. Repairs of locomotives	120 00
14. Fuel for engines and cars:	
Number of cords of wood, 540; cost (estimated)	2,550 00
15. Water and water stations	180 00
17. Oil and waste	309 41
19. Total	$9,587 96
20. Proportion of same to passenger department	No account kept, as we are running mostly mixed trains.
21. Proportion of same to freight department	

CLASSES III AND IV.—PASSENGER AND FREIGHT TRAFFIC EXPENSES.

1. Repairs of cars		$1,839 54
4. Salaries, wages, and incidentals of trains		6,450 42
5. Salaries, wages, and incidentals of passenger stations		1,698 11
8. Total		$9,988 07
9. Total expenses of operating the road embraced in Classes I, II, III, and IV		26,138 91
10. Per train mile (total passenger and freight)	$1 23	
11. Percentage of expenses to total transportation earnings	61½ per cent.	
13. Total expenses		$26,138 91

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$17,393 30
2. Percentage of same to capital stock and net debt	4.38 per cent.	
3. Percentage of same to total property and assets	3.13 per cent.	
4. Interest accrued during the year:		
On funded debt	$12,500 00	
On other debt	5,932 30	
Total		18,432 30

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

	December 31, 1877.
Debits.	
Cost of road	$498,217 59
Cost of equipment	49,400 89
Other investments	5,172 75
Supplies and materials on hand	850 00
Cash, cash assets, and other items (specifying same)	1,334 29
Total	$554,975 52
Credits.	
Capital stock	$201,555 19
Funded debt	125,000 00
Other debts (specifying same)	72,011 20
Subsidy from Santa Cruz County	114,000 00
Profit and loss (profit, if any), not including interest	42,409 13
Total	$554,975 52

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1877.

	Debits.	Credits.
Total income		$43,532 21
Operating expenses	$26,138 91	
Interest	18,432 30	
Loss		1,039 00
Totals	$44,571 21	$44,571 21

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use	May 18, 1876.
2. Length of main line of road from Santa Cruz to Pajaro	21,165 miles.
16. Number of spans of bridges of twenty-five feet and upwards	5
18. Number of wooden bridges, (aggregate length, 5,285 feet)	27
19. Number of crossings of highways at grade	14
20. Number of crossings of highways over railroad	1
21. Number of crossings of highways under railroad	2
23. Number of highway bridges less that eighteen feet above track	1

26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen 17
27. Number of railroad crossings at grade, specifying each 2
(Crossings of Santa Cruz and Felton Railroad.)

ROLLING STOCK.

	Number.	Average Weight, (Tons).	Market Value.
1. Locomotives (2, 21 tons each; 1, 5 tons)	3		$12,000 00
Average weight of engines in working order		15½	
2. Tenders (2, 8 tons each; 1, 3 tons)	3		
Average weight of tenders full of fuel and water		6⅓	
Average joint weight of engines and tenders		21 5-6	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 35 feet.			
4. Total length of heaviest engine and tender over all, 44 feet.			
6. Passenger cars	6		6,250 00
Average weight		7	
Maximum weight		12	
7. Mail and baggage cars	1	4½	400 00
8. Eight-wheel box freight cars	4	4½	1,200 00
10. Eight-wheel platform cars	21	3½	5,250 00
12. Other cars	7	0 1-5	400 00
Coal and gravel			
13. Total market value			$25,500 00

14. Total number freight cars, including coal, etc., on a basis of eight wheels	25
15. Number of locomotives equipped with train brakes	1
Kind of brake	Westinghouse.
16. Number of cars equipped with train brakes	6
Kind of brake	Westinghouse.
17. Number of passenger cars with Miller platform and buffer	2

MILEAGE, TRAFFIC, ETC.

2. Rate of speed of express passenger trains, including stops—estimated	20 miles per hour.
6. Rate of speed of accommodation freight trains, including stops—estimated	14 miles per hour.
7. Miles run by other trains, and for what purpose—gravel trains	1,000
8. Total train miles run	21,250
9. Total number of passengers carried	28,356
10. Total passenger mileage, or passengers carried one mile	511,019
12. Number of tons carried (not including gravel)	10,220
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents.
16. Lowest rate of fare per mile for any distance (single fare)	5 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	7½ cents.
18. Average rate of fare per mile received from passengers to and from other roads	5 cents.
20. Average rate of fare per mile for all passengers	7½ cents.
21. Highest rate of freight per ton per mile for any distance	15 cents.
22. Lowest rate of freight per ton per mile for any distance	4 cents.
23. Average rate of local freight per ton per mile on roads operated by this company	9½ cents.
24. Average rate of freight per ton per mile to and from other roads	9½ cents.
25. Average rate of freight per ton per mile for all	9½ cents.
26. Average number of cars in passenger trains (including baggage cars)	4
27. Average number of cars in freight trains—basis of eight-wheel	5½
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	60 tons.
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	46 tons.
30. Number of persons regularly employed by company, including officers	20

LIST OF ACCIDENTS IN CALIFORNIA.

From their own misconduct or carelessness—in California:	
Killed	1

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

October 27th, 1877, at four o'clock and forty minutes P. M., Juan Baldessa, an Indian, aged about 50 years, was run over at Aptos, and instantly killed. He was lying on the track, dead drunk. As soon as seen the whistle was sounded, and the engine reversed, but the truck wheels and one of the driving wheels of the engine passed over and killed him.

TABLE A.—FUNDED DEBT. TO INCLUDE ALL BONDS PAYABLE BY THE COMPANY, EXCEPT UNITED STATES GOVERNMENT BONDS.

Character of bonds	First mortgage.
Series	1
Date	August 18, 1875
Due	October 18, 1880
In what money payable—interest and principal	U. S. gold coin.
Interest, rate	10 per cent.
Interest, payable	Semi-annually.
Authorized amount	$125,000 00
Total issued to December 31st, 1876	125,000 00
Total issued to December 31st, 1877	125,000 00
Accrued interest to December 31st, 1876	13,805 13
Accrued interest during year	12,500 00
Accrued interest over due	3,575 00
Amount of bonds outstanding December 31st, 1877	125,000 00

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line—All within State.		Length of Track December 31, 1877.		
From—	To—	Track—All Single.	Sidings.	Track and Sidings.
		All Iron.	All Iron.	All Iron.
Santa Cruz	Pajaro	21.165	1.873	23.038

	December 31, 1876—All within State.			December 31, 1877—All within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	23.041	53½	1,233	23.041	53½	1,233

TABLE D.

Grants or donations, in bonds or money from States, counties, towns, corporations, or individuals, not repayable by Company.

Bonds.			Interest Payable.			Total amount of Bonds or Cash.
Character of.	Date.	Due.	By Whom.	When.	Rate.	
County bonds	Feb. 23, 1876	Feb. 23, 1896	Santa Cruz County	Semi-annually	7 per cent.	$30,000 00
County bonds	Mar. 1, 1876	Mar. 1, 1896	Santa Cruz County	Semi-annually	7 per cent.	84,000 00

Amount in bonds disposed of	$114,000 00
Cash realized	104,310 00
Discount	9,690 00
Interest accrued to company	None.
Amount held by company as an investment	None.

STATE OF CALIFORNIA,
County of Santa Cruz, } ss.

F. A. Hihn, President of the Santa Cruz Railroad Company, and G. Ruegg, Book-keeper of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed): F. A. HIHN,
G. RUEGG.

Subscribed and sworn to before me, this 15th day of July, 1878.

JAMES O. WANZER. Notary Public

SANTA CRUZ AND FELTON RAILROAD COMPANY.

Returns of the Santa Cruz and Felton Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

C. H. Gorrill, President ..... San Francisco.
B. Peyton, Vice-President ..... Santa Cruz.
C. G. Harrison, Director ..... San José.
James P. Pierce, Director ..... Santa Clara.
J. S. Carter, Director ..... San José.
E. J. Cox, Director ..... Santa Cruz.
R. M. Garratt, Director, Secretary and Superintendent ..... Santa Cruz.

BUSINESS ADDRESS OF THE COMPANY.

Santa Cruz, Santa Cruz County ..... California.

The Santa Cruz and Felton Railroad Company was incorporated August 26th, 1874.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$500,000 00
3. Capital stock issued (number of shares, 4,544½); amount paid in		176,662 25
4. Capital stock paid in on shares not issued (number of shares, 216)		
5. Total amount paid in as per books of the company		176,662 25
9. Total number of stockholders	33	
10. Number of stockholders in California	33	

*By original articles of incorporation.

DEBT.

14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property	$139,724 67
All other debts, current credit balances, etc.	5,311 05
15. Total amount of unfunded debt	$145,035 72
16. Total gross debt liabilities	$145,035 72
17. Amount of cash, materials and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	181 93
Other securities and debt balances	8,498 75
18. Total net debt liabilities	$136,355 04

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To June 30, 1877.	To December 31, 1877.
1. Grading and masonry (estimated)	$181,514 39	$178,810 72
2. Bridging	7,636 33	7,636 33
3. Superstructure, including rails— Iron, $44,190 44; Ties, 7,265 42	56,563 54	51,455 86
4. Land	10,365 40	14,485 49
Fences	976 79	976 79
5. Passenger and freight stations	6,796 89	6,796 89
6. Engine houses, car sheds, and turn-tables	1,223 99	1,223 99
Wharf	16,322 85	14,956 89
Telegraph	847 82	943 89
11. Total cost of construction	$282,248 00	$277,286 85

Equipment.

	Number.	To June 30, 1877. Cost.	Number.	To December 31, 1877. Cost.
12. Locomotives	2	$12,322 69	2	$12,322 69
16. Passenger cars	2	3,900 00	2	3,900 00
17. Freight cars	40	21,151 46	40	21,151 46
Other cars	8	1,183 57	8	1,183 57
Mill at Felton, furniture, etc.	------	629 23	------	10,155 62
18. Total for equipment	------	$39,186 95	------	$48,713 34

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE HALF YEAR.

3. Superstructure, including rails	$257 15
4. Land	4,120 09
18. Total	$4,377 24

REVENUE FOR THE HALF YEAR.

1. Derived from local passengers on roads operated by this company	$1,282 25
7. Total earnings from passenger department	$1,282 25
8. Derived from local freight on roads operated by this company	$11,483 60
12. Total earnings from freight department	$11,483 60
13. Derived from rents for use of road and equipment when leased :	
Switching	65 25
Storage	17 50
Telegraph	49 05
Miscellaneous	881 30
Wharfage	3,331 44
Rent	38 00
14. Total transportation earnings	$17,148 39

EXPENSES FOR OPERATING THE ROAD FOR THE HALF YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local, (charged to profit and loss $217 32)	
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	$1,277 77
Repairs of furniture	6 45
Stationery and printing	53 00
Expense account	83 55
Expense, Superintendent	900 00
3. Insurance premiums and losses by fire, and damages for fires set by engines	77 50
4. Telegraph expenses	3 90
5. Total	$2,402 17

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$1,125 47
5. Repairs of bridges	424 50
6. Repairs of buildings and fixtures, (stations and turn-tables)	42 46
10. Repairs of locomotives	302 37
19. Total	$1,894 80

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

1. Repairs of freight cars	$447 42
3. Damages and gratuities, freight	57 75
4. Salaries, wages, and incidentals of trains	2,296 68
5. Salaries, wages, and incidentals of freight stations	2,028 81
6. Paid corporations or individuals not operating roads for use of freight cars:	
Wharf service	1,545 76
Repairs of wharf	595 49
8. Total	$6,971 91
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	11,268 88

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

	June 30, 1877.	December 31, 1877.
Debits.		
Cost of construction and right of way	$282,248 00	$277,286 85
Cost of equipment	39,186 95	48,713 34
Cash, cash assets, and other items (specifying same):		
Merchandise		288 05
Operating Ledger (unpaid freight bills)	8,016 03	8,098 13
Pacific Avenue Street Railroad		88 32
California Powder Works		24 25
Cash	1,778 28	181 93
Totals	$331,229 26	$334,680 87
Credits.		
Capital stock	$176,662 25	$176,662 25
Other debts (specifying same):		
Bills payable	$138,642 34	97,000 00
Pacific Rolling Mill		3,845 22
Labor		1,465 83
S. L. F. and T. Company		42,724 67
Profit and loss (profit, if any)	15,924 67	12,982 90
Totals	$331,229 26	$334,680 87

PROFIT AND LOSS ACCOUNT FOR THE HALF YEAR ENDING DECEMBER 31ST, 1877.

	Debits.	Credits.
To operating expenses	$11,268 88	
To interest	8,524 69	
To legal	100 00	
To Directors	543 33	
To taxes	217 32	
To exchange	25 91	
To balance	12,982 90	
By Charles Silent		$552 09
By Cottrel		37 88
By capital stock		15,924 67
By operating earnings		17,148 39
Totals	$33,663 03	$33,663 03

DESCRIPTION OF ROAD.

1.	Date when the road or portions thereof were opened for public use: From Santa Cruz to Felton	
2.	Length of main line of road from Santa Cruz to Felton	9 miles.
11.	Aggregate length of siding and other tracks not enumerated above	1 mile.
12.	Same in California	1 mile.
13.	Aggregate length of track belonging to this company computed as single track	10 miles.
14.	Same in California	10 miles.
18.	Number of wooden trestles. (aggregate length, 4,694 feet)	24
19.	Number of crossings of highways at grade (streets in Santa Cruz, 5; county road, 1)	6
21.	Number of crossings of highways under railroad	2
27.	Number of railroad crossings at grade, specifying each	2
	(Santa Cruz Railroad crosses this road on Chesnut Street and at head of wharf, both in the City of Santa Cruz.)	

ROLLING STOCK.

		Number.	Average Weight, (Tons).	Market Value.
1.	Locomotives (both of same size and pattern)	2		$12,322 69
	Average joint weight of engines and tenders		18,000	
3.	Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 22 feet.			
4.	Total length of heaviest engine and tender over all, 31.04 feet.			
6.	Passenger cars	2	10,000	3,900 00
8.	Eight-wheel box freight cars	6	9,000	3,907 30
10.	Eight-wheel platform cars	34	8,000	17,244 16
12.	Other cars	8		1,812 80
13.	Total market value			$39,186 95

14.	Total number of freight cars, including coal, etc., on a basis of eight wheels	40

MILEAGE, TRAFFIC, ETC.

4.	Miles run by freight trains; all mixed (estimated)	5,520
6.	Rate of speed of accommodation freight trains, including stops	9 miles.
8.	Total train miles run	5,520
9.	Total number of passengers carried	3,550
10.	Total passenger mileage, or passengers carried one mile	31,950
12.	Number of tons carried (not including gravel)	14,213
13.	Total freight mileage, or tons carried one mile	127,917
15.	Highest rate of fare per mile for any distance (excluding one mile)	5 5-9 cents.
16.	Lowest rate of fare per mile for any distance (single fare), round trip	2 7-9 cents.
	Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	4 cents.
20.	Average rate of fare per mile for all passengers	4 cents.
21.	Highest rate of freight per ton per mile for any distance	13 3-9 cents.
22.	Lowest rate of freight per ton per mile for any distance	6¼ cents.
23.	Average rate of local freight per ton per mile on roads operated by this company	9 cents.
25.	Average rate of freight per ton per mile for all	9 cents.
27.	Average number of cars in freight trains—basis of eight-wheel (one coach)	10
29.	Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	108,000 tons.
	List of accidents in California	Never had an accident on road.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line—All within State.		Length of Track December 31, 1877.		
From—	To—	Track—All Single.	Sidings.	Track and Sidings.
		All Iron.	All Iron.	All Iron.
Santa Cruz	Felton	9	1	10
Total on whole road, December 31st, 1877		10		
Total on whole road, December 31st, 1876		10		

	June 30, 1877—All within State.			December 31, 1877—All within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	20	26 1680-2000	536 1600-2000	20	26 1680-2000	536 1600-2000

STATE OF CALIFORNIA,
County of San Francisco, } ss.

Chas. H. Gorrill, President of the Santa Cruz and Felton Railroad Campany, and R. M. Garratt of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed):

CHAS. H. GORRILL,
R. M. GARRATT.

Subscribed and sworn to before me, this 12th day of August, 1878.

WILLIAM HARNER,
Notary Public, San Francisco.

SAN RAFAEL AND SAN QUENTIN RAILROAD COMPANY.

[No report made by this company for the year ending December 31, 1878. The road is operated by the North Pacific Coast Railroad Company, and the operations of the same for the year are included in the report of said company.]

SOUTH PACIFIC COAST RAILROAD COMPANY.

Returns of the South Pacific Coast Railroad Company for the year ending December 31st, 1877, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Alfred E. Davis, President	San Francisco.
Joseph Clark, Vice-President	San Francisco.
Alfred E. Davis, Treasurer	San Francisco.
Thomas Carter, Superintendent	San Francisco.
B. B. Minor, Secretary	San Francisco.
Alfred E. Davis, Director	San Francisco.
J. Barr Robertson, Director	San Francisco.
George W. Kidd, Director	San Francisco.
Daniel Cook, Director	San Francisco.
Joseph Clark, Director	San Francisco.
Cary Piebel, Director	Santa Clara.
Edward Barron, Director	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

No. 21 Nevada Block, San Francisco ..... California

The South Pacific Coast Railroad Company was incorporated March 29th, 1876.

CAPITAL STOCK.

1.	Capital stock authorized by charter*	$1,000,000 00
3.	Capital stock issued (number of shares, 1,000); amount paid in	100,000 00
5.	Total amount paid in as per books of the company	100,000 00
6.	Amount of capital stock issued but not full paid	None.
8.	Par value of shares issued	100 00
9.	Total number of stockholders	7
10.	Number of stockholders in California	7
11.	Amount of stock held in California—(1,000 shares)	100,000 00

*By original articles of incorporation.

DEBT.

12.	Funded debt	None.
14.	Unfunded debt:	
	Incurred for construction, equipment, or purchase of property	$870,332 54
	All other debts, current credit balances, etc.	5,382 70
15.	Total amount of unfunded debt	$875,715 24
16.	Total gross debt liabilities	$875,715 24
17.	Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
	Cash on hand	2,912 72
	Materials and supplies on hand	Embraced in construction account.
	Other securities and debt balances	3,000 00
18.	Total net debt liabilities	$869,802 52
19.	Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each	No bonds issued.
20.	Amount of claims against the company which for any reason have not been entered upon the books	None.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11.	Total cost of construction:	
	To December 31st, 1876	$253,497 31
	To December 31st, 1877	627,619 72
	(All embraced in construction account, no distribution yet having been made.)	

Equipment.

	Number.	To December 31, 1876. Cost.	Number.	To December 31, 1877. Cost.
12. Locomotives	3		3	
16. Passenger cars	4		4	
Baggage cars	2		2	
17. Freight cars	10		10	
Other cars—flats *	72		100	
Push and hand-cars	8		10	
18. Total for equipment	99	$61,082 29	129	$80,890 31

* Seventy paid for; thirty purchased but not delivered.

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands	None.
20. Stock of other roads	No stock of other roads.
21. Bonds of other roads	No bonds of other roads.
22. Other securities	Nothing.
23. Steamboat property:	
Price paid to December 31st, 1876 (One called the "Newark.")	$78,911 29
Price paid to December 31st, 1877 (One called the "Newark;" one not named.)	193,963 90 67,328 59
24. Investments in transportation lines	Nothing.
25. Other property purchased	Nothing.
26. Total for property purchased, etc.	261,292 49
27. Whole amount of permanent investments	708,510 03
30. Cash and cash assets	5,912 72
31. Total property and assets of the company	975,715 24
32. Sinking and contingent funds	Nothing.
Expenditures charged to property account during the year	All in construction and equipment account.

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$1,692 35
7. Total earnings from passenger department	$1,692 35
8. Derived from local freight on roads operated by this company	$3,690 35
12. Total earnings from freight department	$3,690 35
14. Total transportation earnings	$5,382 70
15. Earnings per mile of road operated	125 00
16. Per train mile (total passenger and freight)	No account kept.

EXPENSE FOR OPERATING THE ROAD FOR THE YEAR.

20. New freight cars (charged to operating expenses) (No account kept under this head, as road at this date was not opened for business.)	$9,000 00
Net income, dividends, etc.	No profit and loss account yet opened.

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department as per "Revenue for the Year," No. 7	$1,692 35

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department as per "Revenue for the Year," No. 12	$3,690 35

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1877.

	December 31, 1876.	December 31, 1877.
Debits.		
Cost of road	$253,497 31	$627,619 72
Cost of equipment	62,082 29	80,890 31
Other investments	118,326 69	261,292 19
Cash, cash assets, and other items (specifying same):		
Cash	1,391 25	2,912 72
Bay and Coast Railroad Company—cash advanced	----------	3,000 00
Totals	$435,297 54	$975,715 24
Credits.		
Capital stock	$100,000 00	$100,000 00
Other debts (specifying same):		
A. E. Davis, Treasurer	318,772 54	870,332 54
Passenger earning account	----------	1,692 35
Freight earning account	25 00	3,690 35
Steamboat, to credit of boiler maker	16,500 00	----------
Totals	$435,297 50	$975,715 24

Profit and loss account for the year ending December 31st, 1877 ---------No account opened.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use	Not opened.
2. Length of main line of road from Dumbarton Point to Los Gatos	29.75 miles.
Length of main line in California	29.75 miles.
3. Length of line with track laid, if road is not completed	29.75 miles.
4. Length of double track on main line	0.00 miles.
5. Branches owned by the company	None.
11. Aggregate length of siding and other tracks not enumerated above	1.75 miles.
12. Same in California	1.75 miles.
13. Aggregate length of track belonging to this company computed as single track	31.50 miles.
14. Same in California	31.50 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	None.
16. Number of spans of bridges of twenty-five feet and upwards—(50 feet opening each)	Three draws.
17. Number of iron bridges	None.
18. Number of wooden bridges (aggregate length, 340 feet)	3
Bridges built within the year in California	None.
19. Number of crossings of highways at grade	20
20. Number of crossings of highways over railroad	None.
21. Number of crossings of highways under railroad	
22. Number of highway bridges eighteen feet above track	
23. Number of highway bridges less than eighteen feet above track	
24. Number of highway crossings at which gates or flagmen are maintained	
25. Number of highway crossings at which electric signals are maintained	
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	20
27. Number of railroad crossings at grade, specifying each (At Santa Clara, over Southern Pacific Railroad.)	1
34. Total miles of road operated by this company	31.50
35. Total miles of road operated by this company in California	31.50
36. Number of stations on all roads operated by this company—at San José	1
37. Number of stations on all roads owned by this company	8
38. Same in California	8
39. Miles of telegraph on line of road operated by this company	40
40. Miles of telegraph owned by this company	40
41. Number of telegraph offices in company stations	2
42. Number of telegraph stations operated by this company	2

ROLLING STOCK.

	Number.	Average Weight, (Tons).	Market Value.
1. Locomotives	3	18	$24,420 79
Average weight of engines in working order		18	
Maximum weight of engines in working order		18	
2. Tenders	3		
Average weight of tenders full of fuel and water, (included in locomotives).			
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 38 feet.			
4. Total length of heaviest engine and tender over all, 44 feet.			
6. Passenger cars	4	9	13,800 00
7. Mail and baggage cars	2	8	3,800 00
8. Eight-wheel box freight cars	10	4½	5,500 00
9. Four-wheel box freight cars	0		
10. Eight-wheel platform cars	70	4	28,000 00
11. Four-wheel platform cars	0		
12. Other cars	10	800 pounds.	4,500 00
13. Total market value	102		$80,020 79

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	10
15. Number of locomotives equipped with train brakes	4
Kind of brake	Westinghouse.
16. Number of cars equipped with train brakes	4
Kind of brake	Westinghouse.
17. Number of passenger cars with Miller platform and buffer	4
Mileage, traffic, etc.	Road not opened; no account kept.
List of accidents in California	None.

TABLE A.

Funded debt	None.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line—All within State.		Length of Track December 31, 1877.		
		Roadway—All Single	Sidings.	Roadway and Sidings.
From—	To—	All Iron.	All Iron.	All Iron.
Dumbarton Point	Los Gatos	29.75	1.75	31.50
Total on whole road, December 31st, 1877		29.75	1.75	31.50
Total on whole road, December 31st, 1876		5.75		
Total constructed during year—all within State		24.00		

	December 31, 1877—All within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	63	78.5	4,945

Total length of iron rail laid during the year ..... 48 miles.

TABLE D.

Grants or donations in bonds or money, from States, counties, towns, corporation or individuals, not repayable by company ---------- None.

TABLE E.

Other aids or grants from the United States, States, counties, corporations or or individuals ---------- None.

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Alfred E. Davis, President of the South Pacific Coast Railroad Company, and B. B. Minor, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1877.

(Signed): A. E. DAVIS,
B. B. MINOR.

Subscribed and sworn to before me, this 9th day of July, 1878.

HOLLAND SMITH, Notary Public.

APPENDIX B.—1878.

PART I.

1	A
2	B
3	B
4	C
5	C
6	C
7	L
8	L
9	N
10	P
11	S
12	S
13	S
14	S
15	S
16	S
17	S
18	T
19	V
20	V

1	B
2	C
3	M
4	M
5	N
6	N
7	S
8	S
9	S
10	S
11	S
12	S

* *Net*
† *Net*
(a) I
(b) I
(c) S
(d) I
(e) I
(f) I
(g) C

PART II.

PART II.

THE BLANK FORM OF REPORT FURNISHED.

NOTE.—The following blank form of Annual Report was furnished by the Commissioner to each railroad company in the State, for the year ending December 31, 1878.

[Title Page.]

Annual Report of the _____ Rail____ Company, to the Commissioner of Transportation of the State of California, for the year ending December 31st, 1878.

[Second page of cover.]

GENERAL INSTRUCTIONS.

OFFICE OF THE COMMISSIONER OF TRANSPORTATION,
SACRAMENTO, _____, 1879.

To the _____ *Rail*_____ *Company:*

1. Blanks are herewith furnished for the annual reports to be made by you to this office for the year ending December 31st, 1878, in accordance with the special provisions of the law relating thereto, to be found on the last page of the cover.

These reports are to be completed and forwarded to the Commissioner of Transportation, at Sacramento, on or before the first day of July, 1879.

As the facts and statistics deduced from the questions proposed are to be tabulated and incorporated into the *printed* report of the Commissioner, to be made to the Legislature in December next, it is important that the returns should be presented complete, and without necessity of correction, on or before the date specified by law. The blanks are furnished thus early in the year so that WANT OF TIME CANNOT BE URGED AS AN EXCUSE FOR NON-COMPLIANCE WITH THE LAW IN THIS REGARD.

Explanations, when required, will be promptly given by letter, or, if necessary, in person, and it is earnestly requested that you commence forthwith the preparation of your reports, so that all correspondence necessary to the understanding of the questions proposed should be completed before making the returns to this office.

If answers to any of the questions proposed cannot conveniently be inserted in the blank spaces left in the tables, they may be set forth in separate sheets appended.

2. Your attention is respectfully directed to Tables D, E, and F, on pages 40, 41, and 42, which, though not specified in the details as enumerated in the statute, the Commissioner has thought proper to incorporate in the annual report as being legitimate objects of public interest. Tables A, B, and C, are but tabulated statements of information detailed in the statute.

☞ Please acknowledge receipt.

By order of the Commissioner of Transportation.

_____ Secretary.

[Page 1.]

----------*Rail*_____ *Company.*

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS:

BUSINESS ADDRESS OF THE COMPANY:

The _____ Rail_____ Company was incorporated _____, 18__, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below.

1		2		3	
Names of Railroad Companies----	Dates of Incorporation ----------	Names of Railroad Companies----	Dates of Incorporation ----------	Names of Railroad Companies----	Dates of Incorporation ----------

NOTE.—In column 1, place the companies consolidated into the present company; and in each succeeding column, the companies consolidated into those named in the preceding column.

[Page 2.]

.....*Rail*..... *Company.*

CAPITAL STOCK.

1. Capital stock authorized by charter*	$	
2. Capital stock authorized by votes of company		
3. Capital stock issued [number of shares.....]; amount paid in		
4. Capital stock paid in on shares not issued [number of shares.....]		
5. Total amount paid in as per books of the company		
6. Amount of capital stock issued but not full paid		
7. Amount per share still due thereon		
8. Par value of shares issued		
9. Total number of stockholders [.....]		
10. Number of stockholders in California [.....]		
11. Amount of stock held in California		

DEBT.

12. Funded debt, as follows:		
Bonds		
Interest paid on same during year [.....]		
Certificates of indebtedness		
Interest paid on same during year [.....]		
13. Total amount of funded debt†		
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		
All other debts, current credit balances, etc.		
15. Total amount of unfunded debt		
16. *Total gross debt liabilities*		
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets		
Cash on hand		
Materials and supplies on hand		
Sinking funds		
Other securities and debt balances		
18. *Total net debt liabilities*		

*By original articles of incorporation. †For details, see pages 36, 37, and 38.

[Page 3.]

.....*Rail*..... *Company,*

19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each	$	
20. Amount of claims against the company which for any reason have not been entered upon the books		

[Page 4.]

----------*Rail*------ *Company.*

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1877.	To December 31, 1878.
1. Grading and masonry	$	$
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		
6. Engine houses, car sheds, and turn-tables		
7. Machine shops, including machinery and tools		
8. Interest		
9. Engineering		
Agencies, salaries, and other expenses during construction		
10. ____Branch, [original cost, $ ____;] purchased for		
____Branch, [original cost, $____;] purchased for		
11. Total cost of construction		

Equipment.

	Number.	To December 31, 1877. Cost.	Number.	To December 31, 1878. Cost.
12. Locomotives		$		$
13. Snow plows on wheels				
14. Parlor cars				
15. Sleeping cars				
16. Passenger cars				
Mail cars				
Baggage cars				
17. Freight cars				
Other cars				
18. Total for equipment				

[Page 5.]

----------*Rail*------ *Company.*

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. *Lands.*

Give a description of the land, and in what town or city and county located If not used in business of road, so state.

	To December 31, 1877.		To December 31, 1878.	
----------	$----------	----	$----------	----
----------	----------	----	----------	----

20. *Stock of other roads.*

Specifying Each.	To December 31, 1877.			To December 31, 1878.		
	Number of Shares	Price Paid.		Number of Shares	Price Paid.	
		Per Share.	Total.		Per Share.	Total.
----------	----	$------	$------	----	$------	$------
----------	----	-------	-------	----	-------	-------

21. *Bonds of other roads.*

Specifying Each.	To December 31, 1877.		To December 31, 1878.	
	Nominal Am't.	Price Paid.	Nominal Am't.	Price Paid.
----------	$----------	$----------	$----------	$----------
----------	----------	----------	----------	----------

[Page 6.]

.....*Rail*..... *Company.*

PROPERTY PURCHASED, ETC.—Continued.

22. *Other securities.*

Specify Each.	To December 31, 1877.		To December 31, 1878.	
	Nominal Am't.	Price Paid.	Nominal Am't.	Price Paid.
	$	$	$	$

23. *Steamboat property.*

Specify Each.	To December 31, 1877.		To December 31, 1878.	
	Nominal Am't.	Price Paid.	Nominal Am't.	Price Paid.
	$	$	$	$

[Page 7.]

.....*Rail*..... *Company.*

PROPERTY PURCHASED, ETC.—Continued.

24. *Investments in transportation lines.*

Specify Each.	To December 31, 1877.		To December 31, 1878.	
	Nominal Am't.	Price Paid.	Nominal Am't.	Price Paid.
	$	$	$	$

25. *Other property purchased.*

Specify Each.	To December 31, 1877.		To December 31, 1878.	
	$	$	$	$

26. Total for property purchased, etc.	$
27. Whole amount of permanent investments	
28. Property in California	
29. Amount of supplies and materials on hand	
30. Cash and cash assets	
31. *Total property and assets of the company*	

[Page 8.]

_____*Rail*_____ *Company.*

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds.		Terms and Conditions of Funds.	Total to December 31, 1877.			Received during year	Applied during year	On hand Dec. 31, 1878
Character.	Series.		Invested.	Applied.	On hand.			

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_____*Rail*_____ *Company.*

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry		$	
2. Bridging			
3. Superstructure, including rails			
4. Land			
Land damages			
Fences			
5. Passenger and freight stations			
Wood sheds and water stations			
6. Engine houses, car sheds, and turn-tables			
7. Machine shops			
8. Engineering, agencies, salaries, and other expenses during construction			
9. Locomotives	[No.]		
10. Snow plows on wheels	[No.]		
11. Parlor cars	[No.]		
12. Sleeping cars	[No.]		
13. Passenger, mail, and baggage cars	[No.]		
14. Freight and other cars	[No.]		
15. Purchase of other roads, specifying what			

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.....*Rail*..... *Company.*

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR—Continued.

	$	
Amount brought forward from Page 9		
16. Subscriptions or loans to other roads, specifying same		
17. Any other expenditures charged to property account, specifying same		
18. *Total*		
19. Property sold and credited to property account during the year, specifying same		
20. *Net addition to property account for the year*		

[Page 11.]

.....*Rail*..... *Company.*

REVENUE FOR THE YEAR.

	$	
1. Derived from local passengers on roads operated by this company		
2. Derived from passengers from and to other roads, over roads operated by this company		
3. Derived from other roads as tolls for use of passenger cars		
4. Derived from other sources belonging to passenger department		
5. Derived from express and extra baggage		
6. Derived from mails		
7. *Total earnings from passenger department*		
8. Derived from local freight on roads operated by this company		
9. Derived from other roads as tolls or for use of freight cars		
10. Derived from freight from and to other roads on joint tariff		
11. Derived from other sources belonging to freight department		
12. *Total earnings from freight department*		
13. Derived from rents for use of road and equipment when leased		
14. *Total transportation earnings*		
15. Earnings per mile of road operated		
16. Per train mile (total passenger and freight)		

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.....*Rail*..... *Company.*

REVENUE FOR THE YEAR—Continued.

Amount brought forward from Page 11	$	
17. Income derived from rent of property, other than road and equipment, specifying same		
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.,) specifying same		
19. *Total income derived from all sources*		

[Page 13.]

.....*Rail*..... *Company.*

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I.—General traffic expenses.

1. Taxes, State and local	$	
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV		
3. Insurance premiums and losses by fire, and damages for fires set by engines		
4. Telegraph expenses		
5. *Total*		
6. Proportion belonging to passenger department*		
7. Proportion belonging to freight department*		

* NOTE BY COMMISSIONER.—Computed on *gross receipts* from passenger and freight departments. If computed on different basis, state accordingly.

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.....*Rail*..... *Company.*

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR—Continued.

Class II.—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$.....	....
2. Iron rails laid, deducting old rails taken up. (Number of miles .....; weight per yard .....)		
Number of miles .....; weight per yard		
Number of miles .....; weight per yard		
3. Steel rails laid, deducting old rails taken up. (Number of miles .....; weight per yard .....)		
Number of miles .....; weight per yard		
Number of miles .....; weight per yard		
4. New ties. (Number, ...;) cost,		
5. Repairs of bridges		
6. Repairs of buildings and fixtures, (stations and turn-tables)		
7. Repairs of and additions to machine shops and machinery		
8. Repairs of fences, road crossings, and signs		
9. Removing ice and snow		
10. Repairs of locomotives		
11. New locomotives, charged to operating expenses		
12. Repairs of snow plows		
13. New snow plows, charged to operating expenses		
14. Fuel for engines and cars:		
Number of cords of wood .....; cost,		
Number of tons of coal .....; cost,		
15. Water and water stations		
16. Fuel for stations and shops		
17. Oil and waste		
18. Switchmen, watchmen, flag and signalmen		
19. *Total*		
20. Proportion of same to passenger department*		
21. Proportion of same to freight department*		
.....		
.....		
22. Of the above there was expended for other than *ordinary* repairs		

*NOTE BY COMMISSIONER.—Computed on *gross receipts* from passenger and freight departments. If computed on different basis, state accordingly.

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.....*Rail*..... *Company.*

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR—Continued.

Class III.—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	$	
2. New passenger, mail, and baggage cars (charged to operating expenses)		
3. Damages and gratuities, passengers		
4. Salaries, wages, and incidentals of passenger trains		
Salaries, wages, and incidentals of ferries*		
5. Salaries, wages, and incidentals of passenger stations		
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same		
7. Amount paid other roads for balance of mileage and passenger cars		
8. *Total*		

*Question asked by Commissioner.

[Page 16.]

.....*Rail*..... *Company.*

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR—Concluded.

Class IV.—Freight traffic expenses.

1. Repairs of freight cars	$	
Repairs of dump and work cars*		
2. New freight cars (charged to operating expenses)		
3. Damages and gratuities, freight		
4. Salaries, wages, and incidentals of freight trains		
Salaries, wages, and incidentals of ferries*		
5. Salaries, wages, and incidentals of freight stations		
6. Paid corporations or individuals not operating roads for use of freight cars		
7. Amount paid other roads for balance of mileage of freight cars		
8. *Total*	$	
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$	
10. Per train mile (total passenger and freight) [ ]		
11. Percentage of expenses to total transportation earnings [ ]		
12. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed		
13. *Total expenses*	$	

*Question asked by Commissioner.

[Page 17.]

_____ *Rail*_____ *Company.*

NET INCOME, DIVIDENDS, ETC.

1. Total net income	$	
2. Percentage of same to capital stock and net debt		
3. Percentage of same to total property and assets		
4. Interest accrued during the year:		
On funded debt		
On other debt		
Total		
5. Dividends declared _____ per cent. for the year; amount		
6. Date of last dividend declared [_____]		
7. Balance for the year, or surplus (or deficit *)		
8. Surplus (or deficit *) at commencement of the year [_____]		
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement [_____]		
9. Surplus (or deficit *) at commencement of the year, as changed by aforesaid entries		
10. Total surplus (or deficit *) December 31st, 1878		
11. Paid to sinking funds in hands of Trustees		

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. *Total earnings* from Passenger Department as per "*Revenue for the Year*," No. 7	$	
2. Per passenger train mile		
3. Expenses, proportion of "*General Traffic Expenses*" as per Class I, No. 6		
4. Expenses, proportion of "*Maintenance of Ways and Buildings, and Movement Expenses*," as per Class II, No. 20		
5. Expenses, "*Passenger Traffic*," as per Class III, No. 8		
6. *Total expenses*		
7. Per passenger train mile		
8. *Net earnings*		
9. Per passenger train mile		

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. *Total earnings* from Freight Department, as per "*Revenue for the Year*," No. 12,	$	
2. Per freight train mile		
3. Expenses, proportion of "*General Traffic Expenses*," as per Class I, No. 7		
4. Expenses, proportion of "*Maintenance of Ways and Buildings, and Movement Expenses*," as per Class II, No. 21		
5. Expenses, "*Freight Traffic*," as per Class IV, No. 8		
6. *Total expenses*		
7. Per freight train mile		
8. *Net earnings*		
9. Per freight train mile		

*Added by Commissioner.

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_____ *Rail*_____ *Company.*

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of road	$	$
Cost of equipment		
Other investments		
Supplies and materials on hand		
Sinking funds in hands of Trustees		
Cash, cash assets, and other items (specifying same)		
Profit and loss (loss, if any)		
Total	$	$
Credits.		
Capital stock	$	$
Funded debt		
Other debts (specifying same)		
Profit and loss (profit, if any)		
Total	$	$

[Page 19.]

_____ *Rail*_____ *Company.*

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
	$	$

[Page 20.]

_____ *Rail*_____ *Company.*

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use	
From _____ to _____	
From _____ to _____	
From _____ to _____	
From _____ to _____	

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.....*Rail*..... *Company.*

DESCRIPTION OF ROAD—Continued.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use.....	.....
From..... to	.....
From..... to	.....
From..... to	.....
From..... to	.....

[Page 22.]

.....*Rail*..... *Company.*

DESCRIPTION OF ROAD—Continued.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use.....	.....
From..... to	.....
From..... to	.....
From..... to	.....
From..... to	.....

[Page 23.]

.....*Rail*..... *Company.*

DESCRIPTION OF ROAD—Continued.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use.....	.....
From..... to	.....
From..... to	.....
From..... to	.....
From..... to	.....

[Page 24.]

_____ *Rail* _____ *Company.*

DESCRIPTION OF ROAD—Continued.

2. Length of main line of road from _____ to _____	_____
Length of main line in California _____	_____
Length of main line in other States _____	_____
3. Length of line with track laid, if road is not completed _____	_____
4. Length of double track on main line _____	_____
5. Branches owned by the company _____	_____
(Names and description of; single or double track) _____	_____
_____	_____
_____	_____
6. Total length of branches owned by the company _____	_____
7. Total length of branches owned by the company in California _____	_____
8. Total length of branches owned by the company in other States _____	_____
9. Length of double track on branches _____	_____
10. Total length of road belonging to this company _____	_____
11. Aggregate length of siding and other tracks not enumerated above _____	_____
12. Same in California _____	_____
13. Aggregate length of track belonging to this company computed as single track _____	_____
14. Same in California _____	_____
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, _____) _____	_____
_____	_____
_____	_____
16. Number of spans of bridges of twenty-five feet and upwards, in California _____	_____
Number of spans of bridges of twenty-five feet and upwards, outside State* _____	_____
17. Number of iron bridges, (aggregate length, _____ feet,) in California _____	_____
Number of iron bridges, (aggregate length, _____ feet,) outside State* _____	_____
18. Number of wooden bridges, (aggregate length, _____ feet,) in California _____	_____
Number of wooden bridges, (aggregate length, _____ feet,) outside State* _____	_____

*Question asked by Commissioner.

[Page 25.]

----------*Rail*------ *Company.*

DESCRIPTION OF ROAD—Continued.

Bridges built within the year in California.

Location.	Kind.	Material.	Length.	When Built.

Miles of bridges or trestle-work replaced by embankment during year, in California*	
Miles of bridges or trestle-work replaced by embankment during year, outside State*	
19. Number of crossings of highways at grade, in California	
Number of crossings of highways at grade, outside State*	
20. Number of crossings of highways over railroad, in California	
Number of crossings of highways over railroad, outside State*	
21. Number of crossings of highways under railroad, in California	
Number of crossings of highways under railroad, outside State*	
22. Number of highway bridges eighteen feet above track, in California	
Number of highway bridges eighteen feet above track, outside State*	
23. Number of highway bridges less than eighteen feet above track, in California	
Number of highway bridges less than eighteen feet above track, outside State*	
24. Number of highway crossings at which gates or flagmen are maintained, in California	
Number of highway crossings at which gates or flagmen are maintained, outside State*	
25. Number of highway crossings at which electric signals are maintained, in California	
Number of highway crossings at which electric signals are maintained, outside State*	
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	
Number of highway crossings at which there are neither electric signals, gates, nor flagmen, outside State*	

*Question asked by Commissioner.

[Page 26.]

----------*Rail*------ *Company.*

DESCRIPTION OF ROAD—Continued.

27. Number of railroad crossings at grade	
28. Number of railroad crossings over other roads, specifying same	
29. Number of railroad crossings under other railroads, specifying each	

[Page 27.]

.....*Rail*..... *Company.*

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. *Names, Description, and Length of Each.*

Name of Company.	Termini.		Length (Miles).	Dates of Lease.		Amount of Rental.
	From—	To—		From—	To—	

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.....*Rail*..... *Company.*

ROADS BELONGING TO OTHER COMPANIES, ETC.—Continued.

31. Total length of above roads	
32. Total length of above roads in California	
33. Total length of above roads in other States, specifying each	
34. Total miles of road operated by this company	
35. Total miles of road operated by this company in California	
36. Number of stations on all roads operated by this company	
37. Number of stations on all roads owned by this company	
38. Same in California	
39. Miles of telegraph on line of road operated by this company	
40. Miles of telegraph owned by this company	
41. Number of telegraph offices in company stations	
42. Number of telegraph stations operated by this company	
43. Number of telegraph stations operated jointly by railroad and telegraph companies	

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.....*Rail*.....*Company.*

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
1. Locomotives			$
Average weight of engines in working order			
Maximum weight of engines in working order [ ]			
2. Tenders			
Average weight of tenders full of fuel and water			
Maximum weight of tenders full of fuel and water [ ]			
Average joint weight of engines and tenders			
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [feet]			
4. Total length of heaviest engine and tender over all [feet]			
5. Snow plows			
6. Passenger cars			
Average weight			
Maximum weight [ ]			
7. Mail and baggage cars			
8. Eight-wheel box freight cars			
9. Four-wheel box freight cars			
10. Eight-wheel platform cars			
11. Four-wheel platform cars			
12. Other cars			
Coal and gravel			
13. Total market value			

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	
15. Number of locomotives equipped with train brakes	
(Kind of brake)	
16. Number of cars equipped with train brakes	
(Kind of brake)	
17. Number of passenger cars with Miller platform and buffer	

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.....*Rail*..... *Company.*

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	
2. Rate of speed of express passenger trains, including stops	
3. Rate of speed of accommodation trains, including stops	
4. Miles run by freight trains	
5. Rate of speed of express freight trains, including stops	
6. Rate of speed of accommodation freight trains, including stops	
7. Miles run by other trains, and for what purpose	
8. Total train miles run	
9. Total number of passengers carried	
Number of through passengers going towards *	
Number of through passengers going in contrary direction*	
Number of local passengers going towards *	
Number of local passengers going in contrary direction *	
10. Total passenger mileage, or passengers carried one mile	
11. Passenger mileage to and from other roads	
Average number of miles traveled by each local passenger*	
Average number of miles traveled by each through passenger*	
Average number of miles traveled by each passenger, through and local *	
12. Number of tons carried (not including gravel)	
Number of tons freight from other States carried*	
Number of tons freight in this State carried*	
Number of tons freight produced in this State carried*	
Number of tons of each class of freight produced in this State carried*	

*Question asked by Commissioner.

[Page 31.]

.....*Rail*..... *Company.*

MILEAGE, TRAFFIC, ETC.—Continued.

13. Total freight mileage, or tons carried one mile	
14. Freight mileage to and from other roads	
15. Highest rate of fare per mile for any distance (excluding one mile)	
16. Lowest rate of fare per mile for any distance (single fare)	
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets*	
18. Average rate of fare per mile received from passengers to and from other roads	
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	
20. Average rate of fare per mile for all passengers	
21. Highest rate of freight per ton per mile for any distance	
22. Lowest rate of freight per ton per mile for any distance	
23. Average rate of local freight per ton per mile on roads operated by this company	
24. Average rate of freight per ton per mile to and from other roads	
25. Average rate of freight per ton per mile for all	
Average rate of freight per ton per mile, products of this State*	
Average rate of freight per ton per mile, products of other States*	
26. Average number of cars in passenger trains (including baggage cars)	
27. Average number of cars in freight trains—basis of eight-wheel	

* Question asked by Commissioner.

[Page 32.]

----------*Rail*------ *Company.*

MILEAGE, TRAFFIC, ETC.—Concluded.

28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)----------	
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)----------	
30. Number of persons regularly employed by company, including officers	
Average monthly pay of employés other than officers*	
Average monthly pay of engine drivers*	
Average monthly pay of passenger conductors*	
Average monthly pay of freight conductors*	
Average monthly pay of baggage-masters*	
Average monthly pay of brakemen, flagmen, and switchmen*	
Average monthly pay of section men*	
Average monthly pay of mechanics and shops*	
Average monthly pay of laborers*	

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip)----------	
2. Passengers to San Francisco (including season)----------	
3. Passengers from San Francisco (including season)----------	
4. Season ticket passengers to and from San Francisco (one round trip daily) ----------	

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total—in California.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers ----------								
Employés ----------								
Others ----------								
Total ----------								

*Question asked by Commissioner.

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STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

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----------*Rail*----*Company.*

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

[Page 35.]

----------*Rail*----*Company.*

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

[Page 36.]

----------*Rail*----*Company.*

12. TABLE A. FUNDED DEBT.

To include all bonds payable by the company, except United States Government Bonds.

Character of	Series	Date	Due	In What Money Payable.		Interest.		Authorized Amount	Total Issued.		Accrued Interest.			Amount of Bonds Outstanding December 31, 1878
				Principal	Interest	Payable	Rate		Dec. 31, 1878	Dec. 31, 1877	Over-due	During Year	To Dec. 31, 1877	

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.....*Rail*..... *Company.*

12. TABLE A. FUNDED DEBT—Continued.

Character of	Series	Bonds Sold.						Bonds Redeemed.					
		To December 31, 1877.			During Year ending Dec. 31, 1878.			To December 31, 1877.			During Year ending Dec. 31, 1878.		
		Amount of Bonds	Amount realized	Discount or Premium	Amount of Bonds	Amount realized	Discount or Premium	Amount	Cost	Discount or Premium	Amount	Cost	Discount or Premium

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.....*Rail*..... *Company.*

12. TABLE B. U. S. GOVERNMENT BONDS ISSUED TO THE COMPANY.

Bonds.				Payable in Coin or Currency.		Interest.				Bonds.			Remarks.
Character of	Series	Date of	Due	Principal	Interest	When Payable	Commencing	Rate	Accrued	Amount	Proceeds of Sale	Discount	

[Page 39.]

----------*Rail*------ *Company.*

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS,

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1878.			
			Single.		Double.	
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.
Main line without State	State line					
Main line within State						
Total on whole road, December 31, 1878						
Total on whole road, December 31, 1877						
Total constructed during year						
Total reduction made during year						
Total within the State constructed during year						
Total within the State, reduction made during year						
Total without the State constructed during year						
Total without the State, reduction made during year						

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1877.								
	Within State.			Without State.			Total.		
	Length in Miles	Average weight per Mile	Total weight, (Tons)	Length in Miles	Average weight per Mile	Total weight, (Tons)	Length in Miles	Average weight per Mile	Total weight, (Tons)
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
Length of iron rail									
Length of steel rail									
Total length of iron rail laid during the year									
Total length of iron rail taken up during year									
Total length of steel rail laid during the year									
Total length of iron rail replaced by steel rail during year									
Of the iron rail, the length of re-rolled iron was									
Of the iron rail, the length of old iron relaid was									

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_____ *Rail*_____ *Company.*

(SINGLE AND DOUBLE) OWNED BY THE COMPANY.

Length of Track December 31, 1878.

Length of Roadway—Single and Double Track.			Reduced to Single Track.						
			Track.		Sidings.		Track and Sidings.		
Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
							(b)	(c)	

December 31, 1878.

Within State.			Without State.			Total.		
Length in Miles	Average weight per Mile	Total weight, (Tons)	Length in Miles	Average weight per Mile	Total weight, (Tons)	Length in Miles	Average weight per Mile	Total weight

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----------*Rail*----- *Company.*

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Bonds.			Interest Payable.			Total Amount of Bonds or Cash	Disposed of.			Interest Accrued to Company.		Amount held by Company as an Investment	Remarks
Character of	Date	Due	By Whom	When	Rate		Amount of Bonds	Cash realized	Discount	Dec. 31, 1877	During Year		

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TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.	Number of Acres.			Estimated Value.	
			Total.	Less Reserved by Government.	Net Total.	Per Acre.	Total.
						$	$
						$	$

Lands or property, including right of way donated by States, counties, towns, corporations, or individuals, stating in detail the amount of land granted for right of way, for stations, for shops, for store-houses, etc.

By whom Donated.	Description of Property.	Estimated Value.	Proceeds, if Sold.
		$	$
		$	$

Bonds whereof principal is payable by company—interest by State or other parties.

Character of.	Date When—		Amount.	Interest.		
	Issued.	Due.		Rate.	Accrued.	By whom Payable.
			$			

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----------*Rail*------ *Company.*

TABLE F. SALES OF LANDS GRANTED BY UNITED STATES GOVERNMENT.

Total sales and accrued interest, in currency and coin.

		Acres Sold.	Average Price.	Amount.		
				Principal.	Interest Accrued.	Total.
Lands	Prior to Dec. 31, 1877.		$	$	$	$
Timber and stumpage						
Total to December 31, 1877						
Lands	Since Dec. 31, 1877.					
Timber and stumpage						
Total to December 31, 1878						
During year						

Amounts paid and due on sales above stated—currency and coin.

	Amount Due.			Amount Paid.		
	Principal.	Accrued Interest.	Total.	Principal.	Interest.	Total.
To December 31, 1877	$	$	$	$	$	$
To December 31, 1878						
During year						

Net cash receipts in coin, deducting discount on currency and expenses.

	Received in Currency	Discount on Same	Coin.			
			Currency Reduced to Coin.	Coin.	Less Expenses.	Net Coin Receipts.
To December 31, 1877	$	$	$	$	$	[a] $
To December 31, 1878						
During year						

Application of amount placed in hands of Trustees for redemption of bonds, (to be stated in coin).

	Bonds Redeemed.			Total Received by Trustees	Balance on Hand	Discount or Premium on Bonds Redeemed
	Number.	Amount.	Cost.			
To December 31, 1877		$	$	$	$	$
During year						
Total				b		
Cash from sales not placed in hands of Trustees				c		
Total net receipts as above stated (a)=(b+c)						

Patents received to December 31, 1877—number of acres [ ]
Patents received to December 31, 1878—number of acres [ ]
Number of purchasers to December 31, 1878 [ ]
Average number of acres sold to each [ ]

[Page 43.]

STATE OF CALIFORNIA, County of ——, } ss.

——, President of the —— Company, and —— of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing —— sheets —— have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

Subscribed and sworn to before me, this —— day of ——, 1879.

[Third page of cover.]

One of the principal objects proposed by the Legislature in the creation of the office of Commissioner of Transportation, being the compilation of facts and statistics connected with the building and operation of railroads in this State, the Commissioner invites, from companies and all parties interested, full information, not only on the points covered by the tables and questions herein contained, but also on all others connected with the subject. Should any obscurity be discovered in the inquiries or tables here presented, the Commissioner will be glad to receive any questions, and give further information, in writing, to the railroad companies as to the particulars of information desired; and the whole subject being of such general interest to the people of the State, he solicits, in the making up of these reports or otherwise, from railroad companies and others, any suggestions or explanations which may be deemed of value or material by those interested in the subject.

[Fourth page of cover.]

ATTENTION IS CALLED TO THE FOLLOWING EXTRACTS FROM THE LAW.

(*Statutes of California* 1877–8, *Chapter DCXLI, pages* 968 *to* 986.)

CHAPTER I.

SECTION 7. It is hereby made the duty of the President, or other executive officer, of each and every railroad company having a line of railroad in this State (except street railroads), to make an annual report, verified by his oath, on or before the first day of July of each year, to said Commissioner, for the year ending on the thirty-first day of December, preceding, and said report shall supersede all other annual reports now required by law to be made by any railroad company to any officer of the State, and which report shall state: [For items, see pages 2 to 35 of this report.]

SEC. 8. For the purpose of testing the accuracy of the report required by the seventh section of this chapter, said Commissioner shall have power to examine the books and papers of any railroad corporation or company, and also any officer, agent, or employé of any railroad corporation or company in relation to the matters and things specified or contained therein, under oath.

SEC. 9. Said Commissioner shall cause to be prepared and printed suitable blanks for the annual report mentioned in section seven of this chapter, and shall furnish the same to the several corporations in season to be filled in and returned to the Commissioner on or before the first day of July of each year. He shall also submit to the Legislature, on the first day of its next session, said annual report, together with his deductions therefrom, and such recommendations as he may desire to make concerning the management and operation of railroads in this State. There shall be printed two thousand five hundred copies of the report of the Commissioner of Transportation.

SEC. 18. The provisions of this Act shall be applicable to all railroads, the cars of which are propelled by steam (except street railroads) now or hereafter to be operated by corporations, trustees, companies, or individuals in this State.

CHAPTER II.

SEC. 8. If any such railroad corporation neglects or refuses to file its tariff of freights and fares, as provided in section six, or to make its annual report, as provided in section seven of chapter one of this Act, it shall forfeit not less than one hundred nor more than one thousand dollars per day for each and every day of such neglect or refusal.

SEC. 10. Whenever it shall come to the knowledge of the Commissioner that the provisions of this Act have been violated by any railroad company, and the facts in his judgment warrant a prosecution therefor, he shall immediately give notice thereof to the District Attorney of the county in which such violation occurred, and it is hereby made the duty of such District Attorney to commence and prosecute, in a Court of competent jurisdiction, an action against any railroad company that shall have been guilty of such violation.

SEC. 11. All fines, forfeitures, and penalties for violations of the provisions of this Act herein provided shall be recovered by action in the name of the people of the State of California. Such action shall be brought and prosecuted upon complaint of the Commissioner, or the person aggrieved, by the District Attorney of the county in which such violation occurred; and all moneys paid or recovered on account of such fines, penalties, and forfeitures shall be paid into the State treasury for the benefit of the public school. It is hereby made the duty of the Attorney-General to counsel, advise, and assist the Commissioner of Transportation, whenever he shall be requested by him so to do, concerning any and all actions, proceedings, matters, things, powers, liabilities, and duties arising under the provisions of this Act. He may also institute and prosecute any action or proceeding which may be necessary the more effectually to carry out the provisions of this Act, and he may at any time take control of or assist in the prosecution of any action or proceeding commenced by any District Attorney, as herein provided, whenever in his judgment the public interest will be subserved thereby.

PART III.

PART III.

PART III.

REPORTS OF RAILROAD COMPANIES,

FOR YEAR ENDING DECEMBER 31, 1878.

NOTE.—In the Reports of the several companies herein contained all inquiries in the blank form of Report which were left unanswered by the companies respectively have been omitted, both for economy of space and greater clearness.

AMADOR BRANCH RAILROAD COMPANY.

Returns of the Amador Branch Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, Director, President	San Francisco.
C. P. Huntington, Director, Vice-President	New York.
E. W. Hopkins, Director, Treasurer	San Francisco.
Charles Crocker, Director	San Francisco.
D. D. Colton, Director, deceased	Vacancy not filled.
J. O'B. Gunn, Secretary	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

San Francisco ..... California.

The Amador Branch Railroad Company was incorporated July 3d, 1875.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$675,000 00
2. Capital stock authorized by votes of company		675,000 00
3. Capital stock issued (number of shares, 6,750); amount paid in		675,000 00
4. Capital stock paid in on shares not issued		0 00
5. Total amount paid in as per books of the company		675,000 00
6. Amount of capital stock issued but not full paid		0 00
7. Amount per share still due thereon		0 00
8. Par value of shares issued		100 00
9. Total number of stockholders	8	
10. Number of stockholders in California	7	
11. Amount of stock held in California		654,700 00

* By original articles of incorporation.

DEBT.

12. Funded debt, as follows:		
Bonds		$675,000 00
Interest paid on same during year	$40,500 00	
Certificates of indebtedness		0 00
Interest paid on same during year	0 00	
13. Total amount of funded debt		$675,000 00

14.	Unfunded debt:		
	Incurred for construction, equipment, or purchase of property		$0 00
	All other debts, current credit balances, etc.		30,150 00
15.	Total amount of unfunded debt		$30,150 00
16.	Total gross debt liabilities		$705,150 00
17.	Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
	Cash on hand	$0 00	
	Materials and supplies on hand	0 00	
	Sinking funds	0 00	
	Other securities and debt balances	30,143 90	
			30,143 90
18.	Total net debt liabilities		$675,006 10

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11.	Total cost of construction:	
	To December 31st, 1877	$1,350,000 00
	To December 31st, 1878	1,350,000 00
	Equipment	No equipment.

PROPERTY PURCHASED, ETC.

26.	Total for property purchased, etc.	$0 00
27.	Whole amount of permanent investments	1,350,000 00
28.	Property in California	1,350,000 00
29.	Amount of supplies and materials on hand	0 00
30.	Cash and cash assets	30,143 90
31.	Total property and assets of the company	1,380,143 90
	Expenditures charged to property account during the year	Nothing.

REVENUE FOR THE YEAR.

7.	Total earnings from passenger department	Taken by lessees.
12.	Total earnings from freight department	Taken by lessees.
13.	Derived from rents for use of road and equipment when leased (From Central Pacific Railroad Company, lessee.)	$40,500 00
19.	Total income derived from all sources	40,500 00
	Expenses for operating the road for the year	Paid by lessees.

NET INCOME, DIVIDENDS, ETC.

1.	Total net income		$40,500 00
2.	Percentage of same to capital stock and net debt	2.99 per cent.	
3.	Percentage of same to total property and assets	2.93 per cent.	
4.	Interest accrued during the year:		
	On funded debt	$40,500 00	
	Total		$40,500 00
5.	Dividends declared for the year; amount		0 00
6.	Date of last dividend declared		None.
7.	Balance for the year, or surplus		0 00
8.	Surplus at commencement of the year	$0 00	
	Add entries made in profit and loss account during the year, not included in the foregoing statement	6 10	
9.	Deficit at commencement of the year, as changed by aforesaid entries		6 10
10.	Total deficit December 31st, 1878		6 10
11.	Paid to sinking funds in hands of Trustees		0 00
	Earnings, expenses, net earnings, etc., of passenger and freight departments		Taken by lessees.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of road	$1,350,000 00	$1,350,000 00
Cash, cash assets, and other items (specifying same):		
Unpaid balances due	20,250 00	30,143 90
Profit and loss (loss, if any)		6 10
Totals	$1,370,250 00	$1,380,150 00
Credits.		
Capital stock	$675,000 00	$675,000 00
Funded debt	675,000 00	675,000 00
Other debts (specifying same):		
Unpaid coupons	20,250 00	30,150 00
Totals	$1,370,250 00	$1,380,150 00

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
Rental		$40,500 00
Coupon interest	$40,500 00	
General expenses	6 10	
Balance to 1879		6 10
Totals	$40,506 10	$40,506 10

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Galt to Ione	Dec. 4, 1876.
2. Length of main line of road from Galt to Ione	27.0421
Length of main line in California	27.0421
Length of main line in other States	0.000
3. Length of line with track laid, if road is not completed	Completed.
4. Length of double track on main line	0.0000
5. Branches owned by the company	None.
10. Total length of road belonging to this company	27.0421
11. Aggregate length of siding and other tracks not enumerated above	2.9233
12. Same in California	2.9233
13. Aggregate length of track belonging to this company computed as single track	29.9654
14. Same in California	29.9654
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	0.0000
16. Number of spans of bridges of twenty-five feet and upwards	None.
17. Number of iron bridges	None.
18. Number of wooden bridges (aggregate length, 1,791 feet)	40
Bridges built within the year in California:	
Location	Dry Creek.
Kind	Trestle, extended.
Material	Wood.
Length	16 feet.
When built	February, 1878.
19. Number of crossings of highways at grade	16
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	16
34. Total miles of road operated by this company	Operated by lessees.
35. Total miles of road operated by this company in California	
37. Number of stations on all roads owned by this company	4
38. Same in California	4
40. Miles of telegraph owned by this company	27

41. Number of telegraph offices in company stations 1
Rolling stock ..... This company has no rolling stock.
Mileage, traffic, etc. ..... Operated by lessees.

12. TABLE A. FUNDED DEBT. TO INCLUDE ALL BONDS PAYABLE BY THE COMPANY, EXCEPT UNITED STATES GOVERNMENT BONDS.

Character of	First mortgage.
Date	January 1, 1877.
Due	January 1, 1907.
In what money payable:	
Interest }	Gold.
Principal }	
Interest:	
Rate	6 per cent.
Payable	Jan'ry and July.
Authorized amount	$675,000 00
Total issued:	
December 31st, 1877	675,000 00
December 31st, 1878	675,000 00
Accrued interest:	
During year	40,500 00
Over-due	30,150 00
Amount of bonds outstanding December 31st, 1878	675,000 00
Bonds sold, first mortgage, to December 31st, 1878:	
Amount of bonds	675,000 00
Amount realized	675,000 00

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by Company.

Main Line within State.		Length of Track and Sidings Dec. 31, 1878.		
		Track—All Single.	Sidings.	Track and Sidings.
From—	To—	All Iron.	All Iron.	All Iron.
Galt	Ione	27.0421	2.9233	29.9654
Total on whole road December 31st, 1878		27.0421	2.9233	29.9654
Total on whole road December 31st, 1877		27.0421	2.6895	29.7316
Total constructed during year—all within State			0.2338	0.2338

	December 31, 1877—All within State.			December 31, 1878—All within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	59.4632	44.0000	2,616.3808	59.9308	44.0000	2,636.9552
Total length of iron rail laid during the year				0.4676	44.0000	20.5744
Of the iron rail the length of old iron relaid was				0.4676	44.0000	20.5744

TABLE E. OTHER AIDS OR GRANTS FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands or property, including right of way donated by States, counties, towns, corporations, or individuals, stating in detail the amount of land granted for right of way, for stations, for shops, for store-houses, etc.: The contractors furnished all the lands required by the company in its operations.

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

E. W. Hopkins, Treasurer of the Amador Branch Railroad Company, and James O'B. Gunn, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that, as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed):

E. W. HOPKINS,
JAMES O'B. GUNN.

Subscribed and sworn to before me, this 25th day of June, 1879.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

BERKELEY BRANCH RAILROAD COMPANY.

Returns of the Berkeley Branch Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, Director, President	San Francisco.
C. P. Huntington, Director, Vice-President	New York.
E. W. Hopkins, Director, Treasurer	San Francisco.
C. F. Crocker, Director	San Francisco.
D. D. Colton, Director, deceased	Vacancy not filled.
J: O'B. Gunn, Secretary	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

San Francisco ..... California.

The Berkeley Branch Railroad Company was incorporated September 25th, 1876.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$100,000 00
2. Capital stock authorized by votes of company		100,000 00
3. Capital stock issued (number of shares, 1,000); amount paid in		100,000 00
4. Capital stock paid in on shares not issued		0 00
5. Total amount paid in as per books of the company		100,000 00
6. Amount of capital stock issued but not full paid		0 00
7. Amount per share still due thereon		0 00
8. Par value of shares issued		100 00
9. Total number of stockholders	8	
10. Number of stockholders in California	7	
11. Amount of stock held in California		77,700 00

* By original articles of incorporation.

DEBT.

12. Funded debt, as follows:		
Bonds		$100,000 00
Interest paid on same during year	$6,000 00	
Certificates of indebtedness		0 00
13. Total amount of funded debt		$100,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$0 00
All other debts, current credit balances, etc.		4,440 00
15. Total amount of unfunded debt		$4,440 00
16. Total gross debt liabilities		$104,440 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$0 00	
Materials and supplies on hand	0 00	
Sinking funds	0 00	
Other securities and debt balances	4,433 70	
		4,433 70
18. Total net debt liabilities		$100,006 30

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction:	
To December 31st, 1877	$200,000 00
To December 31st, 1878	200,000 00
Equipment	No equipment.
26. Total for property purchased, etc.	0 00
27. Whole amount of permanent investments	200,000 00
28. Property in California	200,000 00
29. Amount of supplies and materials on hand	0 00
30. Cash and cash assets	4,433 70

31. Total property and assets of the company	204,433 70
Expenditures charged to property account during the year	Nothing.

REVENUE FOR THE YEAR.

7. Total earnings from passenger department 12. Total earnings from freight department	Taken by lessees.
13. Derived from rents for use of road and equipment when leased	$6,000 00
(Received from Central Pacific Railroad Company, lessees.)	
19. Total income derived from all sources	6,000 00
Expenses for operating the road for the year	Paid by lessees.

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$6,000 00
2. Percentage of same to capital stock and net debt	2.99 per cent.	
3. Percentage of same to total property and assets	2.93 per cent.	
4. Interest accrued during the year:		
On funded debt	$6,000 00	
Total		6,000 00
5. Dividends declared for the year—amount		0 00
6. Date of last dividend declared		None.
7. Balance for the year, or surplus		0 00
8. Surplus at commencement of the year		0 00
Add entries made in profit and loss account during the year, not included in the foregoing statement		6 30
9. Deficit at commencement of the year, as changed by aforesaid entries		6 30
10. Total deficit December 31st, 1878		6 30
11. Paid to sinking funds in hands of Trustees		0 00
Earnings, expenses, net earnings, etc., of passenger and freight departments		Operated by lessees.

BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of road	$200,000 00	$200,000 00
Cash, cash assets, and other items:		
Balances due current accounts	3,000 00	4,433 70
Profit and loss (loss, if any)		6 30
Totals	$203,000 00	$204,440 00
Credits.		
Capital stock	$100,000 00	$100,000 00
Funded debt	100,000 00	100,000 00
Other debts (specifying same):		
Unpaid coupons	3,000 00	4,440 00
Totals	$203,000 00	$204,440 00

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
Rental		$6,000 00
Coupon interest	$6,000 00	
Expenses	6 30	
Balance to 1879		6 30
Totals	$6,006 30	$6,006 30

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Shell Mound to Berkeley	August 16, 1876.
From Berkeley to Berryman's	July 1, 1878.
2. Length of main line of road from Shell Mound to Berryman's	3.8363
Length of main line in California	3.8363
Length of main line in other States	0.0000
3. Length of line with track laid, if road is not completed	Completed.
4. Length of double track on main line	0.0000
5. Branches owned by the company	None.
10. Total length of road belonging to this company	3.8363
11. Aggregate length of siding and other tracks not enumerated above	0.4978
12. Same in California	0.4978
13. Aggregate length of track belonging to this company computed as single track	4.3341
14. Same in California	4.3341
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 pounds)	6.4614
16. Number of spans of bridges of twenty-five feet and upwards	None.
17. Number of iron bridges	None.
18. Number of wooden bridges (aggregate length, 47 feet)	1
Bridges built within the year in California	None.
19. Number of crossings of highways at grade	11
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	11
34. Total miles of road operated by this company	Road operated by Central Pacific Railroad Company under lease.
35. Total miles of road operated by this company in California	
37. Number of stations on all roads owned by this company	2
38. Same in California	2
40. Miles of telegraph owned by this company	None.
41. Number of telegraph offices in company stations	None.
Rolling stock	Not any rolling stock.
Mileage, traffic, etc.	Operated under lease by Central Pacific Railroad Company.

TABLE A. FUNDED DEBT. TO INCLUDE ALL BONDS PAYABLE BY THE COMPANY, EXCEPT UNITED STATES GOVERNMENT BONDS.

Character of	First mortgage.
Date	January 1, 1877.
Due	January 1, 1907.
In what money payable:	
Interest	Gold.
Principal	
Interest:	
Rate	6 per cent.
Payable	Jan'ry and July.
Authorized amount	$100,000 00
Total issued:	
December 31st, 1877	$100,000 00
December 31st, 1878	100,000 00
Accrued interest:	
During year	6,000 00
Over-due	4,440 00
Amount of bonds outstanding December 31st, 1878	100,000 00
Bonds sold, first mortgage, to December 31st, 1877:	
Amount of bonds	100,000 00
Amount realized	100,000 00

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line—All within State.		Length of Track, December 31, 1878.							
		Track—All Single.			Sidings.		Track and Sidings.		
From—	To—	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
Shell Mound	Berryman's	0.8599	2.9764	3.8363	0.2435	0.2543	1.1034	3.2307	4.3341
Total on whole road December 31st, 1878		0.8599	2.9764	3.8363	0.2435	0.2543	1.1034	3.2307	4.3341
Total on whole road December 31st, 1877			3.1492	3.1492	0.2303	0.0815	0.2303	3.2307	3.4610
Total constructed during year (all within State)		0.8599		0.6871	0.0132	0.1728	0.8731		0.8731
Total reduction made during the year (all within State)			0.1728						

	December 31, 1877—All within State.			December 31, 1878—All within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	0.4606	44.0000	20.2664	2.2068	44.0000	97.0992
Length of steel rail	6.4614	39.2857	253.8406	6.4614	39.2857	253.8406
Total length of iron rail laid during the year				1.7462	44.0000	76.8328
Of the iron rail, the length of old iron relaid was				1.7462	44.0000	76.8328

TABLE E. OTHER AIDS OR GRANTS FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands or property, including right of way donated by States, counties, towns, corporations, or individuals, stating in detail the amount of land granted for right of way, for stations, for shops, for store-houses, etc.: Lands required in operation of the road were furnished by the contractors.

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

E. W. Hopkins, Treasurer of the Berkeley Branch Railroad Company, and James O'B. Gunn, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed): E. W. HOPKINS,
JAMES O'B. GUNN.

Subscribed and sworn to before me, this 25th day of June, 1879.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

BLACK DIAMOND COAL MINING COMPANY.

Returns of the Black Diamond Coal Mining Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

P. B. Cornwall, President	San Francisco.
J. H. Dobinson, Secretary	San Francisco.
Louis McLane	San Francisco.
D. O. Mills	San Francisco.
Thomas Bell	San Francisco.
J. B. Haggin	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Black Diamond Coal Mining Company ..... East corner Spear and Folsom Streets.

The Black Diamond Railroad Company is not incorporated, but is the property of the Black Diamond Coal Mining Company, which company has a capital stock of $5,000,000.

Capital stock	See above.
Debt	None.
15. Total amount of unfunded debt (pay-rolls and bills outstanding January 1st, 1879), about	$4,000 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1877.	To December 31, 1878.
2. Bridging	$7,427 60	$7,427 60
3. Superstructure, including rails	229,219 81	229,219 81
11. Total cost of construction	$236,647 41	$236,647 41

Equipment.

	To December 31, 1877.		To December 31, 1878.	
	Number.	Cost.	Number.	Cost.
12. Locomotives	3	$31,562 19	------	$31,562 19
17. Freight cars—coal *	29	19,576 22	------	19,576 22
Other cars—box freight, 1; hand, 1; platform, 5; water, 1	8			
18. Total for equipment	------	$51,138 41	------	$51,138 41

* NOTE.—One coal car changed to a water car during year.

29. Amount of supplies and materials on hand (railroad)	Unknown.
30. Cash and cash assets (railroad)	None.
Expenditures charged to property account during the year	None.

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$1,209 65
7. Total earnings from passenger department	$1,209 65
8. Derived from local freight on roads operated by this company	$1,504 79
12. Total earnings from freight department	$1,504 79

14. Total transportation earnings	$2,714 44
19. Income derived from all sources	$2,714 44

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Pay-roll	$23,913 16
Coal (445½ tons)	2,227 50
Material (oil)	581 08
Material other than oil (lumber, hardware, etc.)	2,520 51
Stationery	62 60
	$29,304 85
Less telegraph receipts	59 26
13. Total expenses	$29,245 59

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS DECEMBER 31ST, 1878, OF THE BLACK DIAMOND COAL MINING COMPANY.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of road	$236,647 41	$236,647 41
Cost of equipment	51,138 41	51,138 41
Cash, cash assets, and other items not pertinent to railroad	629,510 61	719,391 67
	$917,296 43	$1,007,177 49
Credits.		
Not pertinent to railroad	$917,296 43	$1,007,177 49
	$917,296 43	$1,007,177 49

Profit and loss account for the year ending December 31st, 1878:	
Debits	$29,245 59
Credits	2,714 44
(No credit made for the coal transported for the Black Diamond Coal Mining Company.)	

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Black Diamond to Nortonville (6 miles)	1868
Side-track (2,500 feet)	1876
2. Length of main line of road from Black Diamond to Nortonville	6 miles.
Length of main line in California	6 miles.
Length of main line in other States	None.
5. Branches owned by the company	2,500 feet.
6. Total length of branches owned by the company	2,500 feet.
7. Total length of branches owned by the company in California	2,500 feet.
8. Total length of branches owned by the company in other States	None.
9. Length of double track on branches	None.
10. Total length of road belonging to this company	6 2500/5280 miles.
11. Aggregate length of siding and other tracks not enumerated above	None.
12. Same in California	None.
13. Aggregate length of track belonging to this company computed as single track	6 2500/5280 miles.
14. Same in California	6 2500/5280 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	None.
18. Number of wooden bridges (aggregate length, 750 feet), being all the bridges on railroad	4
Bridges built within the year in California	None.
19. Number of crossings of highways at grade	5
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	5
28. Number of railroad crossings over other roads, specifying same	1
(Northern Railway and San Pablo and Tulare Railroad.)	

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
1. Locomotives (30 tons, 20 tons, 15 tons)	3		
Average weight of engines in working order		22 tons.	
Maximum weight of engines in working order		30 tons.	
2. Tenders	None.		
5. Snow plows	None.		
6. Passenger cars	1	3,000 pounds.	
9. Four-wheel box freight cars	1	4,500 pounds.	
11. Four-wheel platform cars	4	4,500 pounds.	
12. Other cars (hand, 1; water, 1)	2	6,000 pounds.	
Coal and gravel	30	4,500 pounds.	
13. Total market value			Do not know.

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	19
15. Number of locomotives equipped with train brakes	3
Kind of brake	Screw.
16. Number of cars equipped with train brakes	38
Kind of brake	Lever.

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	Do not know.
2. Rate of speed of express passenger trains, including stops	18 miles per hour.
3. Rate of speed of accommodation trains, including stops	12 miles per hour.
4. Miles run by freight trains	Do not know.
5. Rate of speed of express freight trains, including stops	12 miles per hour.
6. Rate of speed of accommodation freight trains, including stops	No accommodation trains.
8. Total train miles run	Do not know.
9. Total number of passengers carried	
10. Total passenger mileage, or passengers carried one mile	
11. Passenger mileage to and from other roads	
12. Number of tons carried (not including gravel):	
Coal	62,675
Assorted merchandise	2,000
15. Highest rate of fare per mile for any distance (excluding one mile)	8⅓ cents.
16. Lowest rate of fare per mile for any distance (single fare)	8⅓ cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	8⅓ cents.
20. Average rate of fare per mile for all passengers	8⅓ cents.
21. Highest rate of freight per ton per mile for any distance—up the mountain, six miles	$3 00
22. Lowest rate of freight per ton per mile for any distance—down the mountain, six miles	1 00
23. Average rate of local freight per ton per mile on roads operated by this company	2 00
24. Average rate of freight per ton per mile to and from other roads	None.
25. Average rate of freight per ton per mile for all—exclusive of coal transported for coal company	2 00
26. Average number of cars in passenger trains (including baggage cars)	1
27. Average number of cars in freight trains, basis of eight-wheel—16 cars of 4 wheels	8
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	23½ tons.
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	40 tons.
30. Number of persons regularly employed by Black Diamond Coal Company, including officers, on railroad	25
Average monthly pay of engine driver	$90 00
Average monthly pay of passenger conductors	80 00
Average monthly pay of freight conductors	2 00 per day.
Average monthly pay of baggage-master	None.
Average monthly pay of brakemen, flagmen, and switchmen	65 00
Average monthly pay of mechanics in shops	105 00
Average monthly pay of laborers	2 00 per day.
List of accidents in California	None.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS, (SINGLE AND DOUBLE,) OWNED BY THE COMPANY.

Main line within State	From Black Diamond to Nortonville.
Length of track and sidings December 31st, 1878:	
Track all single—all iron	6 miles.
Siding—all iron	2,500 feet.
Track and sidings	6 miles.
Length of iron rail, within State, December 31st, 1877	12 miles.
Length of iron rail, within State, December 31st, 1878	12 miles.
Average weight per yard, December 31st, 1877	56 pounds.
Average weight per yard, December 31st, 1878	56 pounds.
Total length of iron rail laid during the year	None.
Total length of steel rail laid during the year	None.

STATE OF CALIFORNIA,
County of San Francisco, } ss.

P. B. Cornwall, President of the Black Diamond Coal Mining Company, and J. Pettie, Bookkeeper of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed): P. B. CORNWALL,
JOHN PETTIE.

Subscribed and sworn to before me, this 28th day of June, 1879.

JAMES L. KING, Notary Public.

CALIFORNIA NORTHERN RAILROAD COMPANY.

Returns of the California Northern Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Wm. Corcoran, Receiver ..... San Francisco, California.

Capital stock, debt, cost, etc.: No proper records have come into my possession, as Receiver, by which I am able to answer a great number of the questions asked, but I have shown to the fullest extent the revenue and operating expenses for the year, as Receiver of this road.

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company		
2. Derived from passengers from and to other roads, over roads operated by this company		$21,507 25
4. Derived from other sources belonging to passenger department		45 00
5. Derived from express and extra baggage		1,714 00
6. Derived from mails		1,811 46
7. Total earnings from passenger department		$25,077 71
8. Derived from local freight on roads operated by this company		
9. Derived from other roads as tolls or for use of freight cars		
10. Derived from freight from and to other roads on joint tariff		$60,118 74
11. Derived from other sources belonging to freight department		
12. Total earnings from freight department		$60,118 74
14. Total transportation earnings		$85,196 45
19. Total income derived from all sources		$85,196 45

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Transportation expenses	$40,349 22
Taxes and insurance	4,025 02
Mail service	300 00
Expense of superintendence	2,900 00
Station expenses	3,701 76
Locomotive and train expenses	5,147 42
Office expenses	301 09
Stationery, printing, and advertising	449 90
Repairs of track, bridges, culverts, and fences	7,448 11
Repairs of engines and cars	4,700 18
Miscellaneous expenses	827 75
Wood	1,720 45
Loss and damage	626 07
Total	$72,496 97

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
Expense for operating the road for the year	$72,496 97	
Revenue for the year		$85,196 45
Balance, net earnings for the year	12,699 48	
Totals	$85,196 45	$85,196 45

DESCRIPTION OF ROAD.*

1. Date when the road or portions thereof were opened for public use: From Oroville to Marysville	May, 1864.
2. Length of main line of road from Oroville to Marysville	26.5 miles.
Length of main line in California	26.5 miles.
Length of main line in other States	None.
3. Length of line with track laid, if road is not completed	
4. Length of double track on main line	
5. Branches owned by the company	
10. Total length of road belonging to this company	26.5 miles.
11. Aggregate length of siding and other tracks not enumerated above	0.5 miles.
12. Same in California	0.5 miles.
13. Aggregate length of track belonging to this company computed as single track	27.0 miles.
14. Same in California	27.0 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	None.
16. Number of spans of bridges of twenty-five feet and upwards	One, 50 feet.
17. Number of iron bridges	None.
18. Number of wooden bridges (aggregate length, 1,785 feet)	25

* Same as report made to Board of Transportation Commissioners for year ending June 30th, 1877.

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
1. Locomotives*	2	16 tons.	$2,500 00
Average weight of engines in working order †			
Maximum weight of engines in working order †			
2. Tenders‡			200 00
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 31 feet.			
4. Total length of heaviest engine and tender over all, 40 2-12 feet.			
5. Snow plows	0		
6. Passenger cars‖	2		1,400 00
7. Mail and baggage cars	1		300 00
8. Eight-wheel box freight cars	7		3,350 00
9. Four-wheel box freight cars	0		
10. Eight-wheel platform cars	6		3,500 00
11. Four-wheel platform cars	0		
12. Other cars—hand cars	2		100 00
Coal and gravel ?			
13. Total market value			$11,350 00

* The locomotives are known as 16-ton engines. Have no means of weighing.
† No means of knowing.
‡ Never been weighed.
‖ Don't know weight.
? None especially for that purpose.

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	13
15. Number of locomotives equipped with train brakes	None.
Kind of brake	Common brakes.
16. Number of cars equipped with train brakes	None.
Kind of brake	Common brakes.
17. Number of passenger cars with Miller platform and buffer	None.
Mileage traffic, etc.	No mileage account kept.
(Same tariff as that filed with Board of Transportation Commissioners for year ending June 30th, 1877.)	
List of accidents in California	No accidents.

STATE OF CALIFORNIA,
County of San Francisco, } ss.

William Corcoran, Receiver of the California Northern Railroad Company, being duly sworn, deposes and says: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that he, the deponent, has carefully examined the same, and that, as now furnished by him to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed): WILLIAM CORCORAN, Receiver.

Subscribed and sworn to before me, this 26th day of August, 1879.

J. ROBERT READ, Notary Public.

CALIFORNIA PACIFIC RAILROAD COMPANY.

Returns of the California Pacific Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

R. P. Hammond, Director, President ..... San Francisco.
Geo. E. Gray, Director, Vice-President ..... San Francisco.
J. L. Willcutt, Director, Treasurer ..... San Francisco.
J. O'B. Gunn, Director, Secretary ..... San Francisco.
N. T. Smith, Director ..... San Francisco.
C. J. Robinson, Director ..... San Francisco.
Chas. F. Crocker, Director ..... San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

San Francisco ..... California.

The California Pacific Railroad Company was incorporated December 23d, 1869, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.	Names of Railroad Companies.	Dates of Incorporation.
California Pacific Railroad Company	January 6, 1865.	San Francisco and Marysville Railroad Company	October 26, 1857.
		Sacramento and San Francisco Railroad Company	December 2, 1864.
California Pacific Extension Company	April 5, 1869	Napa Valley Railroad Company	March 2, 1864.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$12,000,000 00
2. Capital stock authorized by votes of company		12,000,000 00
3. Capital stock issued (number of shares, 120,000); amount paid in, 10 per cent.		12,000,000 00
4. Capital stock paid in on shares not issued		Nothing.
5. Total amount paid in as per books of the company		12,000,000 00
6. Amount of capital stock issued but not full paid		0 00
7. Amount per share still due thereon		0 00
8. Par value of shares issued		100 00
9. Total number of stockholders	128	
10. Number of stockholders in California	33	
11. Amount of stock held in California		7,790,100 00

* By original articles of incorporation.

DEBT.

12. Funded debt, as follows:		
Bonds		$6,907,000 00
Interest paid on same during year	$403,500 00	
Certificates of indebtedness		0 00
13. Total amount of funded debt		$6,907,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property; All other debts, current credit balances, etc.		$1,448,690 22
15. Total amount of unfunded debt		$1,448,690 22

16. Total gross debt liabilities		$8,355,690 22
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$0 00	
Materials and supplies on hand	0 00	
Sinking funds	0 00	
Other securities and debt balances	390,889 68	
		390,889 68
18. Total net debt liabilities		$7,964,800 54

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1877.	To December 31, 1878.
1. Grading and masonry 2. Bridging 3. Superstructure, including rails } Not segregated	$18,217,345 37	$18,176,808 22
4. Land	44,893 28	44,914 78
Land damages	53,305 63	53,305 63
Fences	105,548 15	107,796 81
5. Passenger and freight stations 6. Engine houses, car sheds, and turn-tables } Buildings	86,257 12	86,257 12
Tools	14,741 58	14,741 58
Furniture	6,425 32	6,200 32
Wharves	121,857 66	121,857 66
11. Total cost of construction	$18,650,374 11	$18,611,882 12

Equipment.

	Number	To December 31, 1877. Cost.	Number	To December 31, 1878. Cost.
12. Locomotives	12	$138,443 26	----	$138,443 26
16. Passenger cars	16			
Baggage cars	6			
17. Freight cars	188	256,570 62	----	256,570 62
Other cars—caboose cars	3			
18. Total for equipment	----	$395,013 88	----	$395,013 88

23. Steamboat property:	
To December 31st, 1877—	
Steamer New World and barge Napa—not segregated	$322,441 00
To December 31st, 1878—	
Steamer New World	319,941 00
26. Total for property purchased, etc.	319,941 00
27. Whole amount of permanent investments	19,006,896 00
28. Property in California	19,326,837 00
30. Cash and cash assets	390,889 68
31. Total property and assets of the company	19,717,726 68

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

4.	Fences		$2,248 66
17.	Any other expenditures charged to property account, specifying same:		
	Right of way, perfecting title		21 50
18.	Total		$2,270 16
19.	Property sold and credited to property account during the year, specifying same:		
	Sale of old bridge timbers	$250 00	
	Sale of old barge "Napa"	2,500 00	
	Sale of furniture not needed	225 00	
	Reduction of bonded debt	39,000 00	
	Reduction of floating debt	1,287 15	
			43,262 15
20.	Net reduction of property account for the year		$40,991 99
	Revenue for the year		Operated by Central Pacific Railroad Company, lessees.
13.	Derived from rents for use of road and equipment when leased		$550,000 00
18.	Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation line, etc.) specifying same:		
	Interest		47,165 25
19.	Total income derived from all sources		$597,165 25

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

2.	General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:		
	General expense		$27,033 69
	Repairs of washouts by freshets		59,586 66
5.	Total		$86,620 35
	Class II—Maintenance of way and buildings, and movement expenses		Paid by Central Pacific Railroad Co., lessees.
	Class III—Passenger traffic expenses		
	Class IV—Freight traffic expenses		
13.	Total expenses		$86,620 35

NET INCOME, DIVIDENDS, ETC.

1.	Total net income		$510,544 90
2.	Percentage of same to capital stock and net debt	2.55 per cent.	
3.	Percentage of same to total property and assets	2.58 per cent.	
4.	Interest accrued during the year:		
	On funded debt	$403,500 00	
	On other debt	94,189 46	
	Total		$497,689 46
5.	Dividends declared for the year—amount		0 00
7.	Balance for the year, or surplus		12,855 44
8.	Deficit at commencement of the year	$650,818 98	
	Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	0 00	
9.	Deficit at commencement of the year, as changed by aforesaid entries		650,818 98
10.	Total deficit December 31st, 1878		637,963 54
11.	Paid to sinking funds in hands of Trustees		0 00
	Earnings, expenses, net earnings, etc., of passenger and freight departments		Receipts taken and expenses paid by Central Pacific Railroad Co., lessees.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of road	$18,650,374 11	$18,611,882 12
Cost of equipment	395,013 88	395,013 88
Other investments (steamer property)	322,441 00	319,941 00
Cash, cash assets, and other items (specifying same):		
Cash	175 29	----------
Sundry balances due	909,586 99	390,889 68
Profit and loss (loss, if any)	650,818 98	637,963 54
Totals	$20,928,410 25	$20,355,690 22
Credits.		
Capital stock	$12,000,000 00	$12,000,000 00
Funded debt	6,946,000 00	6,907,000 00
Other debts (specifying same):		
Bills payable and interest	1,631,482 82	1,222,896 68
Unpaid coupons	266,595 00	222,550 00
Unpaid bills and balances	84,332 43	3,243 54
Totals	$20,928,410 25	$20,355,690 22

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
Balance from 1877	$650,818 98	----------
Bond interest	403,500 00	----------
Interest of floating debt	94,189 46	----------
General expense	27,033 69	----------
Repairs—washouts	59,586 66	----------
Interest—income	----------	$47,165 25
Rent of road	----------	550,000 00
Balance to 1879	----------	637,963 54
Totals	$1,235,128 79	$1,235,128 79

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

From Vallejo to Sacramento From Napa Junction to Calistoga From Davis to Marysville	Turned over to the company by the contractors, as fully completed and in operation, January, 1870.

(There is no record of the dates of opening, as the line was in the hands of contractors, who ran trains and opened stations, from time to time during the building of the road, in the years 1868–9.)

2. Length of main line of road from Vallejo to Sacramento	60.1700 miles.
Length of main line in California	60.1700 miles.
Length of main line in other States	0.0000
3. Length of line with track laid, if road is not completed	Completed.
4. Length of double track on main line	0.0000 miles.
5. Branches owned by the company	2
Names and description of; single or double track:	
Napa Branch—Adelante to Calistoga, single track	34.4514 miles.
Marysville Branch—Davis to Knight's Landing, single track	18.6051 miles.
6. Total length of branches owned by the company	53.0565 miles.
7. Total length of branches owned by the company in California	53.0565 miles.
8. Total length of branches owned by the company in other States	0.0000 miles.
9. Length of double track on branches	0.0000 miles.
10. Total length of road belonging to this company	113.2265 miles.

11. Aggregate length of siding and other tracks not enumerated above	19.3740 miles.
12. Same in California	19.3740 miles.
13. Aggregate length of track belonging to this company computed as single track	132.6005 miles.
14. Same in California	132.6005 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail (weight per yard, fifty and sixty pounds):	
Steel rail, sixty pounds per yard (rail)	4.9886 miles.
Steel rail, fifty pounds per yard (rail)	7.1532 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California	21
18. Number of wooden bridges (aggregate length, 17,287 feet), in California	207

BRIDGES BUILT WITHIN THE YEAR IN CALIFORNIA.

Location.	Kind.	Material.	Length, (Feet.)	When Built.
Sacramento	Howe truss	Wood	559	October, November, and December.
Sacramento	Draw	Wood	236	October, November, and December.
New Channel, Putah Creek	Straining beam	Wood	512	October, November, and December.

Miles of bridging or trestle-work replaced by embankment, during year, in California*	0.0252
19. Number of crossings of highways at grade, in California	98
20. Number of crossings of highways over railroad, in California	1
23. Number of highway bridges less than eighteen feet above track, in California	1
24. Number of highway crossings at which gates or flagmen are maintained, in California	1 (flagman).
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	97
27. Number of railroad crossings at grade (Crossing Central Pacific Railroad at Sacramento.)	1
34. Total miles of road operated by this company	The road is operated by the Central Pacific Railroad Company.
35. Total miles of road operated by this company in California	
36. Number of stations on all roads operated by this company	
37. Number of stations on all roads owned by this company	32
38. Same in California	32
40. Miles of telegraph owned by this company	139
41. Number of telegraph offices in company stations	16

*Question asked by Commissioner.

ROLLING STOCK.

	Number.	Average Weight, (Pounds).	Cost.
1. Locomotives	12		$138,443 26
Average weight of engines in working order		59,367	
Maximum weight of engines in working order		61,200	
2. Tenders	12		
Average weight of tenders full of fuel and water		32,750	
Maximum weight of tenders full of fuel and water		41,000	
Average joint weight of engines and tenders		92,117	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 41 $\frac{10}{12}$ feet.			
4. Total length of heaviest engine and tender over all, 51 feet.			
6. Passenger cars	16		256,570 62
Average weight		39,275	
Maximum weight		45,000	
7. Mail and baggage cars	6	31,250	
8. Eight-wheel box freight cars	36	17,300	
10. Eight-wheel platform cars	152	13,500	
12. Other cars—caboose	3	18,600	
13. Total market value			$395,013 88

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	188
15. Number of locomotives equipped with train brakes	5
Kind of brake	Westinghouse air brake.
16. Number of cars equipped with train brakes	22
Kind of brake	Westinghouse air brake.
17. Number of passenger cars with Miller platform and buffer	16

Mileage, traffic, etc.: Operated by Central Pacific Railroad Company, lessees, and made a part of their system.

TABLE A. FUNDED DEBT.

To include all bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what money payable—Interest and principal.	Interest. Rate.	Interest. Payable.	Authorized amount.	Total Issued. December 31, 1877.	Total Issued. December 31, 1878.	Accrued Interest. During Year.	Accrued Interest. Over-due.*	Amount of Bonds Outstanding December 31, 1878.
First mortgage	----	Jan. 1, 1867	Jan. 1, 1887	Gold	7	January and July	$2,250,000	$2,250,000	$2,250,000	$157,500	----------	$2,250,000
†California Pacific Railroad Extension Company	----	May 1, 1869	July 1, 1889	Gold	7	January and July	3,500,000	3,500,000	3,500,000	----------	----------	138,000
Income	A	April 1, 1871	Jan. 1, 1873	Sterling	10	January and July	£50,000	£50,000	£50,000	----------	----------	----------
Income	B	April 1, 1871	Jan. 1, 1874	Sterling	10	January and July	£50,000	£50,000	£50,000	----------	----------	----------
‡ Income	C	April 1, 1871	Jan. 1, 1875	Sterling	10	January and July	£50,000	£50,000	£50,000	‖ ----------	----------	£200
‡ Income	D	April 1, 1871	Jan. 1, 1876	Sterling	10	January and July	£50,000	£50,000	£50,000	----------	----------	£200 ¶
‡ Income	E	April 1, 1871	Jan. 1, 1877	Sterling	10	January and July	£50,000	£50,000	£50,000	----------	----------	£200
‡ Income	F	April 1, 1871	Jan. 1, 1878	Sterling	10	January and July	£50,000	£50,000	£50,000	----------	----------	£400
Second mortgage	----	Aug 9, 1871	Jan. 1, 1891	Gold	6	January and July	$1,600,000	$1,600,000	$1,600,000	96,000	----------	$1,600,000
Third mortgage	A	July 1, 1875	July 1, 1905	Gold	6	January and July	2,000,000	1,864,000	1,919,000	120,000	----------	1,919,000
Third mortgage	B	July 1, 1875	July 1, 1905	Gold	3	January and July	1,000,000	989,000	995,000	30,000	----------	995,000
										$403,500	$222,550	$6,907,000

* Coupons due but not yet sent in for payment. All classes of bonds.
† In process of exchange for series "A," third mortgage bonds.
‡ In process of exchange for series "B," third mortgage bonds.
‖ Interest ceased January 1st, 1874.
¶ Outstanding at a value of $5 per £—$5,000.

TABLE A. FUNDED DEBT—Continued.

Character of.	Series	Bonds Sold.					Bonds Redeemed.					
		To December 31, 1877.			During Year ending December 31, 1878.		To December 31, 1877.			During Year ending December 31, 1878.		
		Amount of Bonds.	Amount Realized.	Discount or Premium.	Amount of Bonds.	Amount Realized.	Amount.	Cost.	Discount or Premium.	Amount.	Cost.	Discount.
First mortgage		$2,250,000	$2,250,000 00									
California Pacific Railroad Extension Company		3,500,000	3,500,000 00				$3,268,000	$1,867,430 00	$1,400,570 00	$94,000	$55,000	*$39,000
Income	A	£50,000					£50,000	248,081 64	1,918 36			
Income	B	£50,000					£50,000	248,041 24	1,958 76			
Income	C	£50,000	1,352,284 25	$147,715 75			£49,400	247,000 00		£400	2,000	
Income	D	£50,000					£49,000	245,000 00		£200	1,000	†
Income	E	£50,000					£49,800	249,000 00				
Income	F	£50,000					£49,000	245,000 00		£600	3,000	
Second mortgage		$1,600,000	1,600,000 00									
Third mortgage	A	1,864,000	1,864,000 00		$55,000	$55,000						
Third mortgage	B	989,000	989,000 00		6,000	6,000						

* This discount is credited to construction account, being a reduction of the bonded debt.
† Par value, $5 to the £.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line and Branches.	From—	To—	Length of Track December 31, 1878.						
			Length of Roadway—All Single Track.			Sidings.	Track and Sidings.		
			Iron.	Steel.	Iron and Steel.	All Iron.	Iron.	Steel.	Iron and Steel.
Main line all within State	Vallejo	Sacramento	54.1479	6.0221	60.1700	13.0032	67.1511	6.0221	73.1732
Napa Branch	Adelante	Calistoga	34.4026	0.0488	34.4514	2.7002	37.1028	0.0488	37.1516
Marysville Branch	Davis	Knight's Landing	18.6051	----------	18.6051	3.6706	22.2757	----------	22.2757
Total on whole road December 31st, 1878			107.1556	6.0709	113.2265	19.3740	126.5296	6.0709	132.6005
Total on whole road December 31st, 1877			108.0409	5.1856	113.2265	19.4269	127.4678	5.1856	132.6534
Total constructed during year—all within State			----------	0.8853	----------	----------	----------	0.8853	----------
Total reduction made during year—all within State			0.8853	----------	----------	0.0529	0.9382	----------	0.0529

	December 31, 1877—All within State.			December 31, 1878—All within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	254.9356	39.2857	10015.3235	253.0592	39.2857	9941.6078
Length of steel rail	10.3712	43.06505	446.6362	12.1418	42.51392	516.1955
Total length of iron rail taken up during the year				1.8764	39.2857	73.7156
Total length of steel rail laid during the year				1.7706	39.2857	69.5592
Total length of iron rail replaced by steel rail during the year				1.7706	39.2857	69.5592

TABLE D.

Grants or donations in bonds or money from States, counties, towns, corporations, or individuals not repayable by company: None. The Counties of Napa, Solano, Yolo, Yuba, and Sutter are reputed to have made donations of bonds to this company, or to some of its preceding corporators, but no credits have ever been entered on the books of the company showing them to have done so. By stipulation of the contract, made with the builders of the road, it was agreed that any such grants should be paid to the contractors. No information of the circumstance has ever been afforded by which entries of any such donations could authoritatively be entered on the books.

TABLE E. OTHER AIDS OR GRANTS FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands granted by the United States Government: None.

Lands or property, including right of way donated by States, counties, towns, corporations, or individuals, stating in detail the amount of land granted for right of way, for stations, for shops, for store-houses, etc.: Lands for right of way, and for station purposes at sundry points, have been deeded to the company at nominal values. Nearly all the right of way was furnished the company by the contractors who built the road.

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Richard P. Hammond, President of the California Pacific Railroad Company, and James O'B. Gunn, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that, as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed): RICHARD P. HAMMOND,
JAMES O'B. GUNN.

Subscribed and sworn to before me, this 24th day of June, 1879.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

CENTRAL PACIFIC RAILROAD COMPANY.

Returns of the Central Pacific Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, Director	San Francisco, California.
C. P. Huntington, Director	New York City, New York.
E. W. Hopkins, Director	San Francisco, California.
E. H. Miller, Jr., Director	San Francisco, California.
Charles Crocker, Director	San Francisco, California.
S. T. Gage, Director	San Francisco, California.
Charles F. Crocker, Director	San Francisco, California.
Leland Stanford, President	San Francisco, California.
C. P. Huntington, First Vice-President	New York City, New York.
Charles Crocker, Second Vice-President	San Francisco, California.
E. W. Hopkins, Treasurer	San Francisco, California.
E. H. Miller, Jr., Secretary	San Francisco, California.

BUSINESS ADDRESS OF THE COMPANY.

San Francisco ..... California.

The Central Pacific Railroad Company was incorporated August 22d, 1870, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below.

List of railroad companies which have been consolidated into the Central Pacific Railroad Company, to wit:

The Central Pacific Railroad of California, organized June 28th, 1861.
The Central Pacific Railroad Company of California, amended October 8th, 1864.
The San Francisco and Oakland Railroad Company, organized October 21st, 1861.
Yuba Railroad Company, organized November 17th, 1862.
The Western Pacific Railroad Company, organized December 13th, 1862.
The San Francisco and Alameda Railroad Company, organized March 25th, 1863.
The San Francisco, Alameda, and Stockton Railroad Company, organized December 8th, 1863.
The California and Oregon Railroad Company, organized June 30th, 1865.
The San Francisco Bay Railroad Company, organized September 25th, 1868.
The San Joaquin Valley Railroad Company, organized February 5th, 1868.
The Marysville Railroad Company, organized November 29th, 1867.

CONSOLIDATIONS.

The California and Oregon Railroad Company, and the Marysville Railroad Company, January 16th, 1873—name, "California and Oregon Railroad Company."

The California and Oregon Railroad Company, and the Yuba Railroad Company, December 18th, 1869—name, "California and Oregon Railroad Company."

The San Francisco and Alameda Railroad Company, and the San Francisco, Alameda, and Stockton Railroad Company, October 15th, 1868—name, "San Francisco and Alameda Railroad Company."

Western Pacific Railroad Company, and San Francisco Bay Railroad Company, November 2d, 1869—name, "The Western Pacific Railroad Company."

The Central Pacific Railroad Company of California, and the Western Pacific Railroad Company, June 23d, 1870—name, "Central Pacific Railroad Company."

The San Francisco and Oakland Railroad Company, and the San Francisco and Alameda Railroad Company, June 29th, 1870—name, "San Francisco, Oakland, and Alameda Railroad Company."

Central Pacific Railroad Company, California and Oregon Railroad Company, San Francisco, Oakland, and Alameda Railroad Company, San Joaquin Valley Railroad Company, August 22d, 1870—name, "Central Pacific Railroad Company."

CAPITAL STOCK.

1. Capital stock authorized by charter*	$100,000,000 00
2. Capital stock authorized by votes of company	100,000,000 00
3. Capital stock issued (number of shares, 542,755); amount paid in	54,275,500 00
4. Capital stock paid in on shares not issued	0 00
5. Total amount paid in as per books of the company	54,275,500 00
6. Amount of capital stock issued but not full paid	0 00
7. Amount per share still due thereon	0 00
8. Par value of shares issued	100 00

* By original articles of incorporation.

9. Total number of stockholders	82	
10. Number of stockholders in California	56	
11. Amount of stock held in California		$43,260,000 00

DEBT.

12. Funded debt as follows:		
Bonds		$56,394,000 00
Interest paid on same during year	$3,254,288 33	
Certificates of indebtedness		0 00
Interest paid on same during year	0 00	
13. Total amount of funded debt		$56,394,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$6,841,998 82
All other debts, current credit balances, etc., unclaimed dividends		2,784 00
Interest paid on unfunded debt	$700,491 49	
United States subsidy bonds		27,855,680 00
15. Total amount of unfunded debt		$34,700,462 82
16. Total gross liabilities		$91,094,462 82
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets.		
Cash on hand	$1,508,599 74	
Materials and supplies on hand	1,667,939 36	
Sinking funds	3,296,259 72	
Other securities and debt balances	4,798,324 16	
		11,271,122 98
18. Total net debt liabilities		$79,823,339 85
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each:		
California Pacific Railroad Company—1,600 bonds, $1,000 each, both principal and interest guaranteed		1,600,000 00
6,000 bonds, $500 each, both principal and interest guaranteed		3,000,000 00
Stockton and Copperopolis Railroad Company—1,000 bonds, $500 each, both principal and interest guaranteed		500,000 00
		$5,100,000 00
20. Amount of claims against the company which for any reason have not been entered upon the books		0 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction:*	
To December 31st, 1877	$134,247,167 10
To December 31st, 1878	134,650,527 89

* Items not having been kept segregated, it is impossible to show them separately.

Equipment.

	Number.	To December 31, 1877. Cost.	Number.	To December 31, 1878. Cost.
12. Locomotives	227	$2,695,303 47	227	$2,696,871 38
13. Snow plows on wheels	9	37,536 02	9	37,536 02
14. Parlor cars	0	0 00	0	0 00
15. Sleeping cars	41		41	
16. Passenger cars *	189	1,487,471 10	202	1,574,165 21
Mail cars	22		20	
Baggage cars	27		31	
17. Freight cars †	4,262	3,386,051 04	4,566	3,559,139 71
Caboose cars †	73		73	
Other cars	573	87,309 59	569	88,401 34
18. Total for equipment	------	$7,693,671 22	------	$7,956,113 66

* The cost of sleeping, passenger, mail, and baggage cars is charged in one account.
† Cost of freight and caboose cars is all charged in account of freight cars.

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. *Lands.*

	To December 31, 1877.	To December 31, 1878.
San Francisco, block No. 9	$343,108 64	$343,108 64
Oakland Point	616,940 00	770,340 00
Alameda County	215,611 67	215,611 67
Ogden, lots	10,006 22	10,006 22
Marysville, lots	4,000 00	7,300 00
Sacramento City and other points	71,025 37	71,025 37
Sacramento City, hospital property	62,875 77	62,875 77
Totals	$1,323,567 67	$1,480,267 67

20. Stock of other roads:

Coos Bay Coal Company; number of shares, to December 31st, 1877, 16,298; price paid per share, $7 38.2; total $120,368 58

Coos Bay Coal Company; number of shares, to December 31st, 1878, 16,298; price paid per share, $8 42.37; total 137,288 24

21. *Bonds of other roads.*

	To December 31, 1877.		To December 31, 1878.	
	Nominal Am't	Price Paid.	Nominal Am't	Price Paid.
Nevada County Narrow Gauge Railroad Company	$7,000 00	$6,020 00	----------	----------
United States Government	120 00	120 00	$120 00	$120 00
Central Pacific (mutilated), repurchased	24,000 00	24,282 50	24,000 00	24,282 50
	----------	$30,422 50	----------	$24,402 50

23. Steamboat property:

Name of Oakland Ferry Steamers—Amador, Alameda, El Capitan, Flora Temple, Louise, Oakland, Thoroughfare, Transit, Capital, Washoe: (Cost of all ferry steamers are included in "construction account.")

Name of River Steamers—Amelia, Cora, Chin-du-Wan, Dover, Enterprise, Flora, Governor Dana, Julia, Red Bluff, Yosemite, T. C. Walker, Reliance: (All river steamboats were purchased by the company in connection with other property—barges, real estate, etc.—and the price of each cannot be given.)

Name of River Barges—Aliso, Ace of Spades, Farmer, Governor Hayes, Jacinto, Mono, Napa, Moulton, San Antonio, Tehama, Yolo, Suisun, Chico: (The cost of steamboats, barges, and other steamer property, December 31st, 1877, was $715,301 10, and December 31st, 1878, is $644,840 60.)

Fifty vara lot and improvements in San Francisco, corner Broadway and Front Streets: (Included in above amount.)

24. Investments in transportation lines: None except in river steamers and barges, as given under Number 23.

25. *Other property purchased.*

	To December 31, 1877.	To December 31, 1878.
Office furniture, safes, etc.	$133,129 03	$140,501 60
Telegraph instruments	13,997 78	13,997 78
Machine shops at Sacramento *	982,374 31	1,002,774 04
Machinery and tools in shops	664,712 15	689,378 69
Steel rails and spikes	----------	50,347 23
Dredger	----------	12,150 00
	$1,794,213 27	$1,909,149 34

* All shops except those at Sacramento are included in construction account.

26. Total for property purchased, etc.	$4,195,948 35
27. Whole amount of permanent investments	$146,802,589 90
28. Property in California	Cannot be stated because construction account, equipment, etc., cannot be segregated.
29. Amount of supplies and materials on hand	1,667,939 36
30. Cash and cash assets	9,603,183 62
31. Total property and assets of the company *	$158,073,712 88

* Not including lands granted to the company. See page 333.

32. *Sinking and Contingent Funds—showing amount of same, and their purpose.*

Applicable to Redemption of what Bonds.		On hand December 31, 1877	Received during year	On hand December 31, 1878
Character.	Series.			
1. Convertible mortgage		$998,279 21	$74,931 17	$1,073,210 38
2. State aid		562,005 77	72,480 23	634,486 00
3. First mortgage	A to D	562,005 77	72,480 23	634,486 00
4. First mortgage	E to I	379,116 70	65,164 67	444,281 37
5. First mortgage, Western Pacific	A and B	51,794 44	27,071 77	78,866 21
6. First mortgage, California and Oregon Division	A and B	414,355 54	16,574 22	430,929 76
Totals		$2,967,557 43	$328,702 29	$3,296,259 72

NOTE—Sinking Funds Nos. 6 and 7 for California and Oregon Bonds "A" and "B," in report of 1877, were consolidated into one Sinking Fund, No. 6, for both series "A" and "B," on December 31st, 1878, as but one Sinking Fund was provided for, for both series, by the California and Oregon mortgage. The total amount in the above Sinking Funds is loaned at interest. Interest is added to Sinking Funds yearly, as it accumulates.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	*
2. Bridging	
3. Superstructure, including rails	
4. Land	
Land damages	
Fences	
5. Passenger and freight stations	
Wood sheds and water stations	
6. Engine houses, car sheds, and turn-tables	
7. Machine shops	
8. Engineering, agencies, salaries, and other expenses during construction	

* Items 1 to 8 have not been kept separately, but were charged to construction account.

	Total charged to construction account		$403,360 79
9.	Locomotives		1,567 91
13.	Passenger, mail, and baggage cars—number, 15		86,694 11
14.	Freight and other cars—number, 304		174,180 42
	Addition of cars, as follows:		
	12 Passenger cars, built at Sacramento.		
	1 Passenger car, purchased from Stockton and Copperopolis Railroad.		
	2 Baggage cars, built at Sacramento.		
	2 Baggage cars, changed from mail cars.		
	3 Flat cars, found duplicated.		
	301 Flat cars, built at Sacramento.		
	321		
	2 Less mail cars, changed to baggage cars.		
	319 Total cars added.		
17.	Any other expenditures charged to property account, specifying same:		
	Lands purchased at Oakland and Marysville		156,700 00
	Assessments paid on Coos Bay Coal Company's stock		16,919 66
	Furniture, safes, etc.		7,372 57
	Machine shops at Sacramento		20,399 73
	Machinery and tools in shops		24,666 54
	Dredger		12,150 00
	Steel rails and spikes, material on hand		50,347 23
18.	Total		$954,358 96
19.	Property sold and credited to property account during the year, specifying same:		
	Old steamers and barges broken up and sold	$70,460 50	
	Nevada County Narrow Gauge Railroad Bonds sold	6,020 00	
			76,480 50
20.	Net addition to property account for the year		$877,878 46

REVENUE FOR THE YEAR.

1.	Derived from local passengers on roads operated by this company	$3,506,245 98
2.	Derived from passengers from and to other roads, over roads operated by this company	1,778,667 09
3.	Derived from other roads as tolls for use of passenger cars	0 00
4.	Derived from other sources belonging to passenger department, sleeping cars	161,998 50
5.	Derived from express and extra baggage	286,908 28
6.	Derived from mails	438,799 51
7.	Total earnings from passenger department	$6,172,619 36
8.	Derived from local freight on roads operated by this company	$7,620,644 75
9.	Derived from other roads as tolls or for use of freight cars	16,883 22
10.	Derived from freight from and to other roads on joint tariff	3,181,631 65
11.	Derived from other sources belonging to freight department	0 00
12.	Total earnings from freight department	$10,819,159 62
13.	Derived from rents for use of road and equipment when leased:	
	Derived from wharfage	$42,748 94
	Derived from rent of telegraph line	77,142 77
	Derived from miscellaneous	353,213 15
	Derived from rent of warehouses, stations, etc.	65,974 71
14.	Total transportation earnings	$17,503,858 55
15.	Earnings per mile of road operated	$8,274 15
16.	Earnings per train mile (total passenger and freight)	3 17
18.	Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same:	
	Interest on sinking funds	118,702 29
	Operating river steamers	108,208 64
	Land grant bonds redeemed with proceeds of sales of lands	1,151,000 00
19.	Total income derived from all sources	$18,908,769 48

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	$341,430 63
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Superintendence, general office, and miscellaneous expenses	1,083,382 84
Legal expenses	167,771 65
Civil engineering	23,045 55
Discount on currency	13,950 22
Land department expenses (balance)	47,263 52
Damages for stock killed, etc.	3,479 54
Damages to grain by water (ditch overflowing)	800 00
Damages, cost of adjusting same	472 45
3. Insurance premiums and losses by fire, and damages for fires set by engines	37,312 21
4. Telegraph expenses	105,741 46
5. Total	$1,824,650 07
6. Proportion belonging to passenger department*	679,499 69
7. Proportion belonging to freight department*	1,145,150 38

*NOTE BY COMMISSIONER.—Computed on gross receipts from passenger and freight departments. If computed on different basis, state accordingly.

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$1,357,323 92
2. Iron rails laid, deducting old rails taken up (number of miles, 1.62; weight per yard, 56 pounds)	2,262 02
3. Steel rails laid, deducting old rails taken up: Number of miles, 62.8914; weight per yard, 50 pounds Number of miles, 55.8007; weight per yard, 60 pounds	195,224 54
4. New ties (number, 397,730); cost	179,882 93
5. Repairs of bridges	158,272 29
Repairs of turn-tables	3,663 86
6. Repairs of buildings and fixtures (stations)	111,322 19
7. Repairs of and additions to machine shops and machinery*	
Repairs of snow sheds	23,860 12
8. Repairs of fences (road crossings and signs included in repairs of road)	19,098 86
Repairs of docks	57,480 54
9. Removing ice and snow	56,677 52
10. Repairs of locomotives	424,842 86
12. Repairs of snow plows	879 24
14. Fuel for engines and cars:	
Number of cords of wood, 57,504; cost	334,607 17
Number of tons of coal, 124,907; cost	743,506 87
15. Water and water stations	67,527 21
16. Fuel	For shops, charged pro rata to all work; for stations, charged to station service.
17. Oil and waste for engines	36,630 37
18. Switchmen, watchmen, flag and signalmen	Included in train and station service.
19. Total	$3,773,062 51
20. Proportion of same to passenger department†	1,405,088 48
21. Proportion of same to freight department†	2,367,974 03
22. Of the above there was expended for other than ordinary repairs	0 00

* Repairs of shops is included in repairs of buildings; repairs of machinery is distributed to cost of all work done; additions to shops is included in construction account or shop account; addition to machinery and tools is included in machinery and tools account.

† NOTE BY COMMISSIONER.—Computed on gross receipts from passenger and freight departments. If computed on different basis, state accordingly.

CLASS III.—PASSENGER TRAFFIC EXPENSES.

1. Repairs of passenger, mail, and baggage cars		$283,141 07
2. New passenger, mail, and baggage cars (charged to operating expenses)		
Repairs of officers' cars		5,921 97
3. Damages, passengers		5,798 52
4. Salaries, wages, and incidentals of passenger trains		424,499 04
Salaries, wages, and incidentals of ferries*		486,230 59
5. Salaries, wages, and incidentals of passenger stations		229,419 34
8. Total		$1,435,010 53

* Question asked by Commissioner.

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

1. Repairs of freight cars		$412,962 18
Repairs of dump and work cars*		5,335 86
3. Damages, freight		7,848 08
4. Salaries, wages, and incidentals of freight trains		715,401 72
Salaries, wages, and incidentals of ferries*		208,384 54
5. Salaries, wages, and incidentals of freight stations		386,636 88
7. Amount paid other roads for balance of mileage of freight cars		16,826 26
8. Total		$1,753,395 52
9. Total expenses of operating the road embraced in Classes I, II, III, and IV		8,786,118 63
10. Per train mile (total passenger and freight)	$1 72	
11. Percentage of expenses to total transportation earnings	50 121/1000 per cent.	
12. Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed:		
†Southern Pacific Railroad Company		1,674,399 96
California Pacific Railroad Company		550,000 00
Northern Railway Company		98,962 34
Amador Branch Railroad Company		40,500 00
Berkeley Branch Railroad Company		6,000 00
Sacramento and Placerville Railroad Company		18,000 00
Los Angeles and Independence Railroad Company		26,628 90
Stockton and Copperopolis Railroad Company (July 1st, 1877, to December 31st, 1878)		37,500 00
Union Pacific Railroad Company		33,067 75
Total		$2,485,058 95
13. Total expenses		$11,271,177 58

*Question asked by Commissioner.

†Paid Southern Pacific Railroad Company, rent 552.20 miles, 12 months at $250 ..... $1,656,600 00

Paid Western Development Company, rent of bridge from October 20th, 1877, to December 31st, 1878, 14⅓ months 14,333 33

Paid Western Development Company, rent of 5,108 feet of track, 14⅓ months 3,466 63

Total $1,674,399 96

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$7,637 591 90
2. Percentage of same to capital stock and net debt	5 68/100 per cent.	
3. Percentage of same to total property and assets	4 83/100 per cent.	
4. Interest paid during the year:		
On funded debt	$3,254,288 33	
On other debt	700,491 49	
Total		3,954,779 82
5. Dividends declared for the year; amount		None.
6. Date of last dividend declared		October 1, 1877.
7. Balance for the year, or surplus		3,682,812 08
8. Surplus at commencement of the year	$8,656,466 02	
Deduct or add entries made in profit and loss account during the year, not included in foregoing statement	0 00	
9. Surplus at commencement of the year, as changed by aforesaid entries		8,656,466 02
10. Total surplus December 31st, 1878		$12,339,278 10
11. Paid to sinking funds in hands of Trustees		328,702 29

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department as per "Revenue for the Year," No. 7		$6,172,619 36
2. Per passenger train mile	$2.9985	
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6		679,499 69
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 20		1,405,088 48
5. Expenses "Passenger Traffic," as per Class III, No. 8		1,435,010 53
6. Total expenses		$3,519,598 70
7. Per passenger train mile	$1.7098	
8. Net earnings		2,653,020 66
9. Per passenger train mile	$1.2886	

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12		$10,819,159 62
2. Per freight train mile	$3.118	
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7		1,145,150 38
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21		2,367,974 03
5. Expenses, "Freight Traffic," as per Class IV, No. 8		1,753,395 52
6. Total expenses		$5,266,519 93
7. Per freight train mile	$1.5179	
8. Net earnings		5,552,639 69
9. Per freight train mile	$1.6001	

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of road	$134,247,167 10	$134,650,527 89
Cost of equipment	7,693,671 22	7,956,113 66
Other investments	3,983,873 12	4,195,948 35
Supplies and materials on hand	2,189,590 54	1,667,939 36
Sinking funds in hands of Trustees	2,967,557 43	3,296,259 72
Cash, cash assets, and other items (specifying same), "cash"	1,290,169 76	1,508,599 74
Bills receivable	852,132 46	1,237,523 68
Current accounts	3,685,139 76	3,560,800 48
Totals	$156,909,301 39	$158,073,712 88
Credits.		
Capital stock	$54,275,500 00	$54,275,500 00
Funded debt	54,885,000 00	56,394,000 00
Other debts (specifying same), United States Government bonds	27,855,680 00	27,855,680 00
Unclaimed dividends	10,798 00	2,784 00
Trustees land grant mortgage	856,042 81	290,577 71
Central Pacific Railroad Hospital Fund	63,523 19	73,894 25
Current accounts	4,859,446 98	2,697,000 68
Bills payable	5,446,844 39	4,144,998 14
Profit and loss (profit, if any)	8,656,466 02	12,339,278 10
Totals	$156,909,301 39	$158,073,712 88

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

		Debits.	Credits.
By earnings for year 1878			$17,530,858 55
By earnings, river steamers and barges			108,208 64
By earnings, interest on sinking funds			118,702 29
By 1,151 land grant bonds redeemed			1,151,000 00
To operating expenses		$8,780,312 48	
To leased railroads (to June 30th)		1,251,040 45	
To interest		3,954,779 82	
To taxes		341,430 63	
To general and miscellaneous expenses		646,363 08	
To legal expenses		167,771 65	
To civil engineering		23,045 55	
To discount on currency receipts		13,950 22	
To expenses of land department	$52,918 32		
Less sales	5,654 80		
		47,263 52	
Totals		$15,225,957 40	$18,908,769 48

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

Main Line.

	Date of Opening.
From Sacramento, East, to Newcastle	Nov. 1, 1864.
To Auburn	May 14, 1865.
To Clipper Gap	June 19, 1865.
To Colfax	Sept. 11, 1865.
To Dutch Flat	July 5, 1866.
To Alta	July 11, 1866.
To Cisco	Dec. 3, 1866.
To Truckee	April 3, 1868.
To Reno	June 19, 1868.
To Wadsworth	July 22, 1868.
To Brown's	Aug. 21, 1868.
To Oreana	Sept. 20, 1868.
To Winnemucca	Oct. 1, 1868.
To Argenta	Nov. 19, 1868.
To Elko	Jan. 25, 1869.
To Carlin	March 15, 1869.
To Terrace	May 27, 1869.
To Promontory	May 29, 1869.
To Ogden	May 29, 1869.
From Sacramento, West, to Galt	May 15, 1869.
To Lodi	Aug. 4, 1869.
To Stockton	Aug. 14, 1869.
To San José	Sept. 15, 1869.
To Alameda Wharf	Sept. 8, 1869.
To San Francisco, about	Dec. 1, 1869.

Oregon Division.

From Junction to Lincoln, North	Oct. 24, 1867.
To Wheatland	Oct. 28, 1867.
To Yuba	Sept. 19, 1868.
To Marysville	June 1, 1869.
To Nelson	May 31, 1870.
To Chico	July 2, 1870.
To Sesma	Jan. 11, 1871.
To Tehama	Aug. 28, 1871.
To Red Bluff	Dec. 6, 1871.
To Redding	Sept. 1, 1872.

Visalia Division.

From Lathrop to Modesto, South	Nov. 8, 1870.
To Merced	Jan. 25, 1872.
To Sycamore	April 1, 1872.
To Fresno	May 28, 1872.
To Goshen	Aug. 1, 1872.

Stockton and Copperopolis Railroad.

From Stockton to Milton	Feb., 1871.
To Oakdale	

Amador Branch Railroad.

From Galt to Ione	Dec. 4, 1876.

Berkeley Branch Railroad.

From Shell Mound to Berkeley	Aug. 16, 1876.
To Berryman's	July 1, 1878.

Southern Pacific Railroad—South of Goshen.

From Goshen to Huron	Feb. 1, 1877.
From Goshen to Tipton	Aug. 1, 1872.
To Sumner	Nov. 1, 1874.
To Caliente	April 26, 1875.
To Keene	June 1, 1876.
To Mohave	Aug. 8, 1876.
To San Fernando Tunnel	Sept. 5, 1876.
From Los Angeles to Sepulveda	April 15, 1874.
To San Fernando Tunnel	Jan. 1, 1876.
To Spadra	April 15, 1874.
To Colton	July 16, 1875.
To Indio	May 29, 1876.
To Dos Palmos	March 8, 1877.
To Pilot Knob	April 29, 1877.
To Colorado River	May 23, 1877.
To Yuma	Oct. 22, 1877.

Wilmington Division.

From Los Angeles to Wilmington	First time-table of Southern Pacific, April 15, 1874. First through train, Oct. 26, 1869.

Los Angeles and San Diego Railroad.

From Florence to Downey	April 15, 1874.
To Norwalk	Jan. 14, 1875.
To Anaheim	
To Santa Ana	Dec. 17, 1877.

Los Angeles and Independence Railroad.

From Los Angeles to Santa Monica	Dec., 1875.

California Pacific Railroad.

From Vallejo and San Francisco to Sacramento	Turned over by contractors, Jan. 1, 1870.
From Napa Junction to Calistoga	
From Davis to Woodland and Marysville	

Northern Railway—San Pablo Division.

From West Oakland to Shell Mound	Aug. 16, 1876.
To Martinez	Jan. 9, 1878.

Williams Division.

From Woodland to Williams	July 1, 1876.
To Willows	Oct. 3, 1878.

San Pablo and Tulare Railroad.

	From Martinez to Tracy	Sept. 8, 1878.
2.	Length of main line of road from Oakland Wharf to terminus	872.0769
	Length of main line in California, Oakland Wharf to State line	273.7069
	Length of main line in other States, Nevada to Utah	598.3700
3.	Length of line with track laid, if road is not completed	Completed.
4.	Length of double track on main line	None.
5.	Branches owned by the company	Five.
	Names and description of; single or double track:	
	Oregon Branch, single track	152.2205
	Visalia Branch, single track	146.0796
	San José Branch, single track	17.5363
	Oakland Branch, single track*	5.6598
	Alameda Branch, single track*	9.9834
6.	Total length of branches owned by the company	331.4796
7.	Total length of branches owned by the company, in California	331.4796
8.	Total length of branches owned by the company, in other States	0.0000
9.	Length of double track on branches	0.0000
10.	Total length of road belonging to this company	1,203.5565
11.	Aggregate length of siding and other tracks not enumerated above	180.2780
12.	Same in California	121.6355
13.	Aggregate length of track belonging to this company computed as single track	1,383.8345
14.	Same in California	726.8220
15.	Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 and 60 pounds)—rail	694.6600
	Miles of track	347.3300
16.	Number of spans of bridges of twenty-five feet and upwards, in California	178
	Number of spans of bridges of twenty-five feet and upwards, outside State	12
17.	Number of iron bridges in California	0
	Number of iron bridges outside State	0
18.	Number of wooden bridges (aggregate length, 126,597 feet), in California	672
	Number of wooden bridges (aggregate length, 5,760 feet), outside State	190

*Oakland and Alameda Branches run parallel on Seventh Street, Oakland, making double track used interchangeably by both branches for a distance of 2.1386 miles.

BRIDGES BUILT WITHIN THE YEAR IN CALIFORNIA.

Location.	Kind.	Material.	Length, (Feet.)	When Built.
Oregon Branch	Trestle	Wood	780	1878.
Reed's Creek	Straining beam	Wood	60	1878.
Yuba River	Straining beam	Wood	128	1878.
Cottonwood Creek	Straining beam	Wood	256	1878.
Oakland Point	Trestle, temporary use	Wood	816	1878.

	Miles of embankment replaced by bridges or trestle-work, during year, in California	0.3030
	Miles of embankment replaced by bridges or trestle-work, during year, outside of State	None.
19.	Number of crossings of highways at grade, in California	448
	Number of crossings of highways at grade, outside State	208
20.	Number of crossings of highways over railroad, in California	1
	Number of crossings of highways over railroad, outside State	0
21.	Number of crossings of highways under railroad, in California	2
	Number of crossings of highways under railroad, outside State	0
22.	Number of highway bridges eighteen feet above track, in California	1
	Number of highway bridges eighteen feet above track, outside State	0
23.	Number of highway bridges less than eighteen feet above track, in California	0
	Number of highway bridges less than eighteen feet above track, outside State	0
24.	Number of highway crossings at which gates or flagmen are maintained, in California	2
	Number of highway crossings at which gates or flagmen are maintained, outside State	0

25. Number of highway crossings at which electric signals are maintained, in California	0
Number of highway crossings at which electric signals are maintained, outside State	0
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	449
Number of highway crossings at which there are neither electric signals, gates, nor flagmen, outside State	208
27. Number of railroad crossings at grade	10
(Two crossings of local line at Oakland Point connecting with Northern Railway; one crossing of Alameda Branch, at Alice Street, Oakland; one crossing of San Pablo and Tulare Railroad, at Tracy; one crossing of South Pacific Narrow Gauge Railroad, at Alameda; one crossing of Stockton and Copperopolis Railroad, at Stockton; one crossing of Sacramento Valley Railroad, at Brighton; one crossing of California Pacific Railroad, at Sacramento; one crossing of Oroville Railroad, at Marysville; one crossing of Utah Central Railroad, at Ogden. There are, also, five street railroad crossings at grade in Oakland and Alameda.)	
28. Number of railroad crossings over other roads, specifying same	1
(One crossing Nevada County Narrow Gauge Railroad, near Colfax.)	
29. Number of railroad crossings under other railroads, specifying each	None.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. *Names, description, and length of each.*

Name of Company.	Termini.		Length, (Miles)	Dates of Lease.		Amount of Rental.
	From—	To—		From—	To—	
Union Pacific	Ogden	Five miles west	5.00	June 30, 1874	June 30, 2874	The same amount per mile as the Union Pacific Railroad Company earns net per mile on the line of its road operated by itself
Southern Pacific	Huron	Yuma	530.30	Sept. 1, 1876	Sixty days' notice	Five hundred dollars per mile per month, less two hundred and fifty dollars per mile per month for operating expenses.
Southern Pacific	Los Angeles	Wilmington	22.30	Sept. 1, 1876	Sixty days' notice	
Los Angeles and San Diego	Florence	Santa Ana	27.82	Sept. 1, 1876	Sixty days' notice	Net receipts.
Los Angeles and Independence	Los Angeles	Santa Monica	16.89	June 4, 1877	Notice	Twenty-six thousand six hundred and twenty-eight dollars and ninety cents for the year.
Sacramento and Placerville	Sacramento	Brighton	5.64	Sept. 1, 1869	Notice	One thousand five hundred dollars per month. (Mem.—This 5.64 miles is not operated by the Central Pacific Railroad, except to run its trains thereon; it leases the right to use the track.)
Stockton and Copperopolis	Stockton	Milton	44.63	Dec. 30, 1874	January 1, 1905	The principal and interest on one thousand five per cent. five hundred dollar thirty-year bond; if the net earnings for any year exceed the interest on the bonds, such excess to be applied to the floating debt of the Stockton and Copperopolis Railroad Company.
Stockton and Copperopolis	Peters	Oakdale				
Amador Branch	Galt	Ione	27.05	Jan. 1, 1877	Notice	Forty thousand five hundred dollars per annum.
Berkeley Branch	Shell Mound	Berryman	3.83	Jan. 1, 1877	Notice	Six thousand dollars per annum.
Northern Railway	West Oakland	Martinez	94.62	July 1, 1876	Notice	One thousand five hundred dollars per mile per annum; that portion of road between West Oakland and Martinez has been given its proportion of earnings since September 1st, 1878.
Northern Railway	Woodland	Willows				
California Pacific	South Vallejo	Sacramento	60.17	July 1, 1876	July 1, 1905	Five hundred and fifty thousand dollars per annum, and three-fourths of the net earnings in excess of that amount.
California Pacific	Adelante	Calistoga	34.60			
California Pacific	Davisville	Knight's Landing	18.60			
California Pacific	San Francisco	South Vallejo	26.25			
San Pablo and Tulare	Martinez	Tracy	47.61	Sept. 8, 1878		Proportion of earnings.
			966.13			

31. Total length of above roads	965.13 miles.
32. Total length of above roads, in California	959.73 miles.
33. Total length of above roads, in other States, specifying each:	
Union Pacific Railroad from Ogden west	5.00 miles.
Southern Pacific Railroad in Arizona	.40 miles.
34. Total miles of road operated by this company (average)	2,118.74 miles.
35. Total miles of road operated by this company, in California (average)	1,514.97 miles.
36. Number of stations on all roads operated by this company	373
37. Number of stations on all roads owned by this company	223
38. Same in California	148
39. Miles of telegraph on line of road operated by this company	2,118 miles.
40. Miles of telegraph owned by this company	1,265 miles.
41. Number of telegraph offices in company stations	153
42. Number of telegraph stations operated by this company	0
43. Number of telegraph stations operated jointly by railroad and telegraph companies	153

ROLLING STOCK.

	Number.	Average Weight, (Pounds).
1. Locomotives	227	
Average weight of engines in working order		65,697
Maximum weight of engines in working order		80,000
2. Tenders	222	
Average weight of tenders full of fuel and water		50,000
Maximum weight of tenders full of fuel and water		70,000
Average joint weight of engines and tenders		115,697
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 44 $\frac{7}{12}$ feet.		
4. Total length of heaviest engine and tender over all, 53 $\frac{7}{12}$ feet.		
5. Snow plows	9	38,384
6. Passenger cars	243	
Average weight		40,740
Maximum weight		63,000
7. Mail and baggage cars	51	36,920
8. Eight-wheel box freight cars	2,551	19,000
10. Eight-wheel platform cars	2,015	15,000
12. Other cars (officers', 5; station, 4; hand, 222; wrecking, 8; dump, 110; section, 220)	569	
Caboose	73	26,700

13. Total market value	There is no market value for rolling stock in California.
14. Total number of freight cars, including coal, etc., on a basis of eight wheels	4,566
15. Number of locomotives equipped with train brakes	93
Kind of brake	Westinghouse air brake.
16. Number of cars equipped with train brakes	299
Kind of brake	Westinghouse air brake.
17. Number of passenger cars with Miller platform and buffer	243

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	2,058,559
2. Rate of speed of express passenger trains, including stops	14 to 25 miles per hour.
3. Rate of speed of accommodation trains, including stops	21 miles per hour.
4. Miles run by freight trains	3,469,885
5. Rate of speed of express freight trains, including stops	No trains of this class run.
6. Rate of speed of accommodation freight trains, including stops	9 to 11 miles per hour.
7. Miles run by other trains, and for what purpose:	
Work trains	569,860
Switching trains	753,866

8.	Total train miles run		6,852,170
9.	Total number of passengers carried		6,979,188
	Number of through passengers going towards San Francisco		37,556
	Number of through passengers going in contrary direction		25,938
	Number of local passengers going towards San Francisco		588,986
	Number of local passengers going in contrary direction		572,106
10.	Total passenger mileage, or passengers carried one mile		178,773,325
11.	Passenger mileage to and from other roads		54,868,189
	Average number of miles traveled by each passenger, through and local		25.61
12.	Number of tons carried (not including gravel)		1,787,787
	Number of tons freight from other States carried		339,168
	Number of tons freight in this State, carried		1,398,846
	Number of tons freight produced in this State, carried (approximate)		841,778
	Number of tons of each class of freight, produced in this State, carried:		
	Produce of vine and orchard	24,950	
	Produce of fields	381,887	
	Produce of mines	55,058	
	Produce of forest	154,623	
	Live stock	66,321	
	Hides	2,360	
	Honey	440	
	Ice	12,318	
	Wool	12,164	
	Salmon	2,400	
	Manufactures	30,444	
			742,965
13.	Total freight mileage, or tons carried one mile		392,281,711
14.	Freight mileage to and from other roads		159,083,656
15.	Highest rate of fare per mile for any distance (excluding one mile)		10 cents.
16.	Lowest rate of fare per mile for any distance:		
	Single fare		1.05 cents.
	Commutation		0.40 cents.
17.	Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company		2.83 cents.
	Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets		4.30 cents.
18.	Average rate of fare per mile received from passengers to and from other roads		3.24 cents.
19.	Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket		None.
20.	Average rate of fare per mile for all passengers		2.95 cents.
21.	Highest rate of freight per ton per mile for any distance		15 cents.
22.	Lowest rate of freight per ton per mile for any distance		0.66 cents.
23.	Average rate of local freight per ton per mile on roads operated by this company		3.268 cents.
24.	Average rate of freight per ton per mile to and from other roads		1.999 cents.
25.	Average rate of freight per ton per mile for all		2.753 cents.
26.	Average number of cars in passenger trains (including baggage cars)		6.50
27.	Average number of cars in freight trains—basis of eight-wheel		15.25
28.	Average weight of passenger trains, including locomotive and tender, in working order (exclusive of passengers)		372,867 pounds.
29.	Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)		389,147 pounds.
30.	Number of persons regularly employed by company, including officers		6,846
	Average monthly pay of employés, other than officers		$55 96
	Average monthly pay of engine drivers		100 to 140
	Average monthly pay of passenger conductors		110 to 115
	Average monthly pay of freight conductors		85 to 90
	Average monthly pay of baggage-masters		75
	Average monthly pay of brakemen, flagmen, and switchmen		65 to 70
	Average monthly pay of section men (Chinamen, $20 to $28)		20 to 54
	Average monthly pay of mechanics in shops		58 50 to 175
	Average monthly pay of laborers		52 50 to 58 50

RELATING TO PASSENGERS.

1.	Total season ticket passengers (round trip)	No season tickets sold.
2.	Passengers to San Francisco (including ferry)	3,249,989
	Passengers to San Francisco (excluding ferry)	263,440
3.	Passengers from San Francisco (including ferry)	3,022,039
	Passengers from San Francisco (excluding ferry)	253,786
4.	Season ticket passengers to and from San Francisco (one round trip daily)	None.

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control—in California.		From their own misconduct or carelessness — in California.		Total — in California.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers		10	2	21	2	31	3	35
Employés	1	10	14	79	15	89	12	90
Others			29	39	29	39	37	46
Totals	1	20	45	139	46	159	52	171

CENTRAL PACIFIC RAILROAD—BRANCHES AND LEASED ROADS.

Statement of each Casualty within the State of California resulting in Injuries to Persons, and the extent thereof, from January 1st to December 31st, 1878.

Date.	Name.	Whether Passenger, Employé, or Otherwise.	Place of Accident.	Cause of Accident.	Extent of Injury.
January 7	Wm. L. Dozier	Employé	Truckee	Timber fell off car	Foot slightly bruised.
January 7	Patrick Bolger	Employé	Boca	Switching collision	Chest slightly injured.
January 14	P. D. Wagner	Trespasser	French C	Collision with team	Back slightly injured.
January 15	Geo. Rich	Employé	Norwalk	Coupling cars	Hand slightly injured.
January 23	Jas. Manchester	Passenger	Tulare	Struck by train	Slight bodily injuries.
January 27	John Milco	Passenger	Lathrop	Switching collision	Ankle slightly bruised.
January 27	C. F. Dunn	Passenger	Lathrop	Switching collision	Arm slightly bruised.
January 27	John Smith	Passenger	Lathrop	Switching collision	Side slightly bruised.
January 27	D. N. Birley	Passenger	Lathrop	Switching collision	Feet slightly bruised.
January 27	Chas. Starkey	Passenger	Sumner	Getting on train	Slight bodily injuries.
February 6	E. D. Young	Employé	San José	Coupling cars	Finger slightly injured.
February 8	Chinaman	Employé	Millers	Struck by train	Instantly killed.
February 19	Wm. Lamphrey	Employé	Colfax	Fell off train	Slight bodily bruises.
February 20	Wm. J. Marshall	Employé	Niles	Culvert washed out	Slight bodily bruises.
February 22	J. W. Watson	Employé	Boca	Loading wood on engine	Slightly bruised.
February 27	Edw'd St. C. Schram	Trespasser	Oakland	Getting on train	Leg and foot severely injured.
February 28	Timothy Daly	Employé	South Vallejo	Struck by train	Severe bodily injuries.
March 4	Theo. H. Allen	Employé	Sumner	Coupling cars	Hand slightly bruised.
March 4	Chas. Rost	Trespasser	Modesto	Run over by car in yard	Instantly killed.
March 4	Wm. Burton	Passenger	Langs	Train breaking apart	Head slightly bruised.
March 6	E. P. Snyder	Employé	Blue Cañon	Fell from train	Two ribs fractured.
March 8	A. C. Smith	Employé	Oakland	Coupling cars	Hand slightly crushed.
March 11	W. S. Knight	Employé	Dunnigan	Coupling cars	Finger slightly injured.
March 12	John Finley	Trespasser	Oakland	Getting on train	Foot severely injured.
March 12	Chinaman	Trespasser	Acampo	Run over by train	Fatally injured.
March 15	Delevan Jakeway	Employé	Stockton	Jumping off train	Foot slightly sprained.
March 18	M. Trump	Employé	A. R. Bridge	Jumping off train	Collar bone fractured.
March 18	Joseph Currier	Trespasser	Elk Grove	Fell off brake beam	Instantly killed.
March 18	Unknown	Trespasser	Fruit Vale	Run over—found dead	Instantly killed.
March 19	Jas. H. Furlong	Employé	Goshen	Struck by tank spout	Head slightly bruised.
March 20	Chinaman	Employé	Caliente	Jumping off train	Instantly killed.
March 21	Mrs. C. J. Holman	Passenger	Sumner	Bunk of caboose fell	Shoulder slightly injured.

STATEMENT OF EACH CASUALTY IN CALIFORNIA—Continued.

Date.	Name.	Whether Passenger, Employé, or Otherwise.	Place of Accident.	Cause of Accident.	Extent of Injury.
March 23	J. De la Montayne	Trespasser	Oakland	Struck by train	Right foot amputated.
March 26	Frank Hoggnez	Trespasser	A. R. Bridge	Jumping on train	Severe bodily injuries.
March 27	John Powers	Trespasser	Cross Creek	Fell off brake beam	Instantly killed.
March 30	J Brown	Trespasser	Gold Run	Getting on train	Foot severely crushed.
March 30	John Toohey	Employé	Oakland	Coupling cars	Finger broken.
March 31	W. J. Underhill	Employé	Altamont	Fell from engine	Left leg broken.
April 1	Stephen Allen	Trespasser	Lathrop	Fell off moving train	Left foot amputated.
April 2	Mrs. C. L. Boyers	Passenger	Decoto	Jumped off train	Left wrist broken.
April 2	Jas. Thornton	Trespasser	Nord	Getting on train	Left foot cut off.
April 2	G. E. McCoy	Employé	Los Angeles	Slipped from car	Foot slightly injured.
April 3	Miss Alice Bailey	Trespasser	Alameda	Jumped off train	Right arm broken.
April 6	Unknown man	Trespasser	S. J. Bridge	Run over by train	Instantly killed.
April 11	Indian, buck	Trespasser	Rocklin	Getting on train	Leg amputated.
April 11	Chislem Stone	Trespasser	San José	Getting on train	Foot severely crushed.
April 12	Mrs. J. Lambrecht	Trespasser	Oakland	Run over by train	Instantly killed.
April 14	Chas. Laughans	Employé	Lathrop	Coupling cars	Arm and hand slightly injured.
April 16	Ralph Helm	Employé	Pampa	Fell from train	Fatally injured.
April 16	Chas. Tofflemire	Employé	Los Angeles	Jumping from car	Burst a blood vessel.
April 16	Chinaman	Employé	Tehachapi	Run over by train	Instantly killed.
April 18	Mark Devine	Employé	Pino	Meeting (collision) of trains	Wrist slightly injured.
April 19	Geo. J. Fogg	Passenger	Oakland	Fell from train	Head slightly injured.
April 23	Timothy Holland	Trespasser	Oakland	Getting off train	Left foot amputated.
April 27	Jas. Kavanaugh	Employé	Sacramento	Fell from train	Slight bodily bruises.
April 28	Indian, buck	Trespasser	Union Mills	Fell from train	Instantly killed.
May 2	Indian, buck	Trespasser	Marysville	Jumping off train	Left arm amputated.
May 3	Henry Edwards	Employé	Niles	Coupling cars	Chest slightly injured.
May 6	Thos. Haynes	Trespasser	Bantas	Getting on train	Instantly killed.
May 9	John Grover	Employé	Strongs	Collision with hand-car	Face and knee slightly cut.
May 12	J. H. Heilman	Trespasser	San Francisco	On track and run over	Toes slightly injured.
May 14	Frank Creary	Trespasser	Stockton	Getting on car	Foot amputated.
May 14	Pierre Poche	Trespasser	Oakland	Run over by train	Instantly killed.
May 14	Benj. Pyatt	Employé	Mound City	Coupling cars	Finger amputated.
May 16	Byron Scott	Employé	Knight's L'd'g	Crushed between cars	Foot injured slightly.
May 19	Timothy Kelly	Trespasser	Oakland	Getting on train	Leg slightly bruised.
May 20	E. J. Guthrie	Employé	Florence	Fell from engine	Head slightly bruised.
May 21	Unknown man	Trespasser	Ellis	Jumped from train	Leg fractured.

May 21	E. Muir	Employé	Sacramento	Getting on engine	Head slightly bruised.
May 22	Frank Daley	Trespasser	A. R. Bridge	Fell from train	Fatally injured.
May 22	Chas. Cassidy	Employé	Dutch Flat	Wheel broke under train	Fatally injured.
May 24	Jas. Wright	Trespasser	Biggs	Run over by train	Instantly killed.
May 24	John Purnell	Trespasser	Sacramento	Jumping off train	Arm amputated.
May 25	Edw. Anderson	Employé	Sacramento	Coupling cars	Head slightly bruised.
May 29	H. G. White	Employé	Oakland	Coupling cars	Instantly killed.
June 1	Jas. Kavanaugh	Employé	Junction	Fell from train	Head slightly injured.
June 4	M. Repetta	Trespasser	Los Angeles	Collision with team	Slight bruises.
June 4	Unknown man	Trespasser	Los Angeles	Collision with team	Sight bruises.
June 6	Justin Gates	Trespasser	Sacramento	Jumping off engine	Severely injured.
June 12	Mrs. Graham	Trespasser	Oakland	Struck by train	Very slightly bruised.
June 15	Morris Adler	Trespasser	Berkeley	Collision with wagon	Arm slightly bruised.
June 19	Hy. Van Hazen	Trespasser	Fruit Vale	Collision with wagon	Instantly killed
June 19	Wm. D. Leahy	Employé	Oakland	Coupling cars	Thumb slightly injured.
June 21	O. S. Ferguson	Employé	Modesto	Struck against bridge	Head slightly cut.
June 24	A. J. Martin	Employé	Bridgeport	Coupling cars	Hand slightly crushed.
June 24	D. Callahan	Passenger	Lerdo	Jumped from train	Instantly killed.
June 27	Len. Harris, Jr.	Employé	Tehama	Coupling cars	Finger slightly crushed.
June 29	R. W. Fowler	Employé	Walters	Coupling cars	Thumb slightly crushed.
June 29	Martin Hanson	Employé	Martinez	Crushed between cars	Thigh fractured.
July 1	Thos. Murphy	Trespasser	Oakland	Struck by train	Fatally injured.
July 3	John Dean	Trespasser	Roseville	Run over by train	Instantly killed.
July 3	John Magee	Employé	Oakland	Struck by train	Head severely cut.
July 4	Miss A. Kenhatty	Passenger	Oakland	Fell from train	Leg and arm broken.
July 9	Wm. Eddy	Employé	N. E. Mills	Fell from train	Slight bruises.
July 15	Mrs. L. Garcia	Passenger	Livermore	Jumped off train	Shoulder dislocated.
July 16	Edward Burke	Trespasser	Sacramento	Fell from train	Left leg amputated.
July 21	Wm. H. Kelly	Trespasser	Alameda	Jumping on train	Fatally injured.
July 26	Jas. Milligan	Trespasser	Livermore	Run over by train	Instantly killed.
July 29	Jos. Yerrington	Employé	Blue Cañon	Collision with hand-car	Head severely cut.
July 29	Andrew McMullen	Trespasser	Sacramento	Fell from train	Fatally injured.
July 30	Jas. Woolley	Employé	Gold Run	Collision with hand-car	Fatally injured.
July 31	S. Ringoldski	Passenger	Bronco	Meeting (collision) of trains	Very slightly injured.
August 2	Frank Barry	Employé	Dixon	Fell from car	Slight bruises.
August 2	Chinaman	Employé	El Casco	Collision with hand car	Slightly cut and bruised.
August 2	Chinaman	Employé	El Casco	Collision with hand-car	Slightly cut and bruised.
August 3	Joseph Kennip	Employé	Oakland	Fell from car	Head slightly cut.
August 4	Indian, buck	Trespasser	Pleasanton	Found dead—run over	Instantly killed.
August 6	Edward Schuley	Passenger	Girard	Fell from train	Slightly bruised.
August 10	Geo. Geisendorfer	Trespasser	N. E. Mills	Coupling cars	Fingers slightly injured.
August 13	John Winters	Trespasser	Davis	Attempting to couple cars	Two fingers amputated.
August 13	Alva M. Pratt	Trespasser	Boca	Fell from train	Thigh broken.

STATEMENT OF EACH CASUALTY IN CALIFORNIA—Continued.

Date.	Name.	Whether Passenger, Employé, or Otherwise.	Place of Accident.	Cause of Accident.	Extent of Injury.
August 14	John Edson	Employé	Elmira	Coupling cars	Thumb slightly injured.
August 14	L. Bacon	Trespasser	St. Helena	Collision with wagon	Collar bone and three ribs broken.
August 15	Geo. Scott	Employé	Davis	Coupling cars	Fingers of left hand bruised.
August 17	Dennis O'Leary	Trespasser	Oakland	Climbing on cars	Instantly killed.
August 18	Mrs. O'Brien	Passenger	Oakland	Jumping off train	Hip slightly injured.
August 18	K. McLain	Passenger	Decoto	Jumping from train	Arm slightly bruised.
August 20	M. O. Harrin	Employé	Lathrop	Coupling cars	Finger slightly crushed.
August 21	John Curry	Employé	Midway	Struck by train	Fatally injured.
August 21	Wm. Cohen	Employé	Midway	Struck by train	Thumb broken.
August 23	Edward P. Snyder	Employé	Tamarack	Struck against snow sheds	Arm amputated.
August 24	Thos. McDowell	Employé	Stockton	Coupling cars	Foot slightly bruised.
August 24	George Henry	Employé	Oakland	Coupling cars	Thumb fractured.
August 25	Frank Castro	Trespasser	Oakland	Struck by train	Skull fractured.
August 26	Edward Jackson	Trespasser	Salida	Getting on train	Leg and body slightly bruised.
August 30	Oscar Kincaid	Employé	Knight's L'd'g	Coupling cars	Slight bodily injuries.
August 31	S. C. Higgins	Employé	Williams	Struck against chute	Shoulder slightly injured.
August 31	Chas. B. Crabtree	Passenger	Emigrant Gap	Fell from train	Slightly bruised.
August 31	Louis McGarvin	Trespasser	Los Angeles	Collision with wagon	Head slightly cut.
August 31	Frank D. Oglesby	Employé	South Vallejo	Coupling cars	Finger slightly injured.
September 2	W. J. Skinner	Employé	Bridgeport	Engine flue burst	Left leg scalded.
September 5	H. Dunnan	Employé	Williams	Trying to block cars	Toe slightly bruised.
September 8	James Clarke	Trespasser	Emigrant Gap	Struck by train	Head slightly cut.
September 9	Chinaman	Employé	Oakland	Run over by train	Instantly killed.
September 10	E. V. Marvin	Employé	Peters	Coupling cars	Thumb slightly injured.
September 11	Chinaman	Employé	Avon	Jumped from train	Instantly killed.
September 11	Chinaman	Employé	Avon	Jumped from train	Severely injured.
September 14	W. J. Woof	Employé	Livermore	Coupling cars	Hand slightly injured.
September 16	Mrs. Louisa Cruz	Trespasser	Los Angeles	Collision with team	Seriously injured.
September 16	Miss Lucy Cruz	Trespasser	Los Angeles	Collision with team	Seriously injured.
September 19	Mrs. J. H. Baxter	Passenger	Oakland	Switching collision	Very slightly injured.
September 19	Geo. Hawthorne	Passenger	Lathrop	Fell from train	Severe cut over right eye.
September 21	Patrick Boyle	Trespasser	Berkeley	Collision with team	Arm slightly bruised.
September 21	Edward Brackett	Employé	Oakland	Getting on train	Arm amputated.
September 22	Chinaman	Passenger	Oakland	Jumping from train	Fatally injured.
September 25	A.L.Guenleyn,supposed	Trespasser	Galt	Fell from train	Instantly killed.
September 25	John Gray	Employé	Williams	Fell between cars	Leg severely cut.

September 25	Martin Leisner	Trespasser	Delano	Getting on train	Foot severely injured.
September 26	Robert Anderson	Employé	Lincoln	Fell from train	Foot severely injured.
September 27	J. P. Rafferty	Passenger	Sycamore	Struck against chute	Slight scalp wound.
October 1	John P. Jones	Employé	Oakland	Coupling cars	Finger amputated.
October 1	Chinaman	Employé	Stock Yards	Fell between cars	Instantly killed.
October 1	Wm. Clancy	Employé	Lathrop	Unloading freight from train	Slightly bruised.
October 2	Henry Schmidt	Trespasser	Colfax	Fell between cars	Arm and leg severely injured.
October 4	T. J. Cox	Employé	Stock Yards	Unloading cattle from train	Slightly gored by a steer.
October 6	J. Turney	Trespasser	Oakland	Jumping on train	Both feet amputated.
October 6	Dan Sullivan	Passenger	Oakland	Jumped from train	Face slightly bruised.
October 6	F. J. Berryessa	Employé	San Pablo	Cinder blown in eye	Right eye severely burned.
October 11	Indian, buck	Trespasser	Los Angeles	Getting on train	Instantly killed.
October 18	O. J. Bonsall	Employé	Oakdale	Coupling cars	Fatally injured.
October 19	Miss H. Plato	Passenger	Oakland	Finger caught by car door	Finger severely injured.
October 19	Miss Rowell	Passenger	Oakland	Jumping off train	Ankle sprained.
October 20	Wm. Bradley	Employé	Livermore	Fell from turn-table	Leg slightly bruised.
October 20	L. Becker	Trespasser	Sacramento	Struck by engine	Fatally injured.
October 20	James Roth	Trespasser	Lancaster	Fell off brake beam	Fatally injured.
October 23	George H. Dille	Employé	Brentwood	Getting on train	Fatally injured.
October 24	Unknown man	Passenger	McConnell's	Jumped off train	Slightly injured.
October 26	T. A. Cogan	Employé	Cannon	Jumping from engine	Ankle sprained.
October 27	Chinaman	Passenger	Oakland	Jumped from train	Foot severely crushed.
October 28	J. Hutchinson	Employé	Knight's L'd'g	Coupling cars	Two fingers amputated.
October 29	F. A. Taylor	Employé	Stockton	Fell from car	Wrist sprained.
November 1	H. P. Johnson	Employé	Dunnigan	Coupling cars	Finger slightly injured.
November 2	J. A. La Barge	Employé	Woodland	Coupling cars	Back slightly bruised.
November 2	Chinaman	Employé	Oakland	Struck by train	Arm amputated.
November 7	Aug. Fahrbach	Trespasser	Oakland	Jumping on train	Leg amputated.
November 7	Frank Cary	Passenger	Oakland	Fell off train	Severely bruised.
November 8	E. J. Turner	Employé	Galt	Coupling cars	Head slightly bruised.
November 8	C. H. Cameron	Employé	Tulare	Coupling cars	Side slightly bruised.
November 11	George Rowland	Employé	Stockton	Switching collision	Slightly bruised.
November 12	Chinaman	Employé	Avon	Struck by train	Instantly killed.
November 12	Chinaman	Employé	Avon	Struck by train	Seriously injured.
November 15	F. V. Marvin	Employé	Oakdale	Coupling cars	Thumb bruised slightly.
November 22	Chinaman	Trespasser	Roseville	Run over by train	Instantly killed.
November 22	Unknown man	Trespasser	Highlands	Run over by train	Instantly killed.
November 22	D. F. Hadley	Trespasser	Oakland	Run over by train	Instantly killed.
November 22	Mrs. J. F. Forster	Passenger	Alameda	Fell from train	Slightly injured.
November 29	Indian, buck	Trespasser	Truckee	Found dead—run over	Instantly killed.
November 29	James Campbell	Employé	Oakland	Struck by train	Instantly killed.
December 2	H. E. Whitcher	Passenger	Rocklin	Finger caught in car door	Finger cut off.
December 2	L. N. Hanson	Employé	South Vallejo	Examining car wheels	Fingers crushed.

STATEMENT OF EACH CASUALTY IN CALIFORNIA—Continued.

Date.	Name.	Whether Passenger, Employé, or Otherwise.	Place of Accident.	Cause of Accident.	Extent of Injury.
December 6	Chinaman	Employé	Oakland	Struck by train	Head slightly cut.
December 11	Edward Otis	Employé	Oakland	Coupling cars	Hand bruised.
December 11	Mrs. John Thiesen	Passenger	Oakland	Jumped off train	Head slightly injured.
December 18	M. Osborn	Passenger	Carquinez	Overtaking collision of trains	Severely injured.
December 18	William F. Dow	Passenger	Carquinez	Overtaking collision of trains	Slightly bruised.
December 18	F. D. Billings	Employé	Carquinez	Overtaking collision of trains	Slightly bruised.
December 18	Pat. Halpin	Employé	Carquinez	Overtaking collision of trains	Slightly bruised.
December 18	John Tiemaine	Employé	Carquinez	Overtaking collision of trains	Slightly bruised.
December 18	Mike Griffin	Employé	Carquinez	Overtaking collision of trains	Slightly bruised.
December 20	W. B. Cutler	Trespasser	Marysville	Fell from train	Fatally injured.
December 21	T. E. Conley	Employé	Cross Creek	Coupling cars	Finger slightly bruised.
December 23	H. C. Hubbard	Employé	Cross Creek	Struck by brake wheel	Arms severely bruised.
December 25	John C. Brown	Employé	Oakland	Jumping off train	Shoulder slightly bruised.
December 28	Jas. O. Welch	Employé	Yuba	Struck against car of ties	Leg broken.
December 31	Wm. Jauncy	Employé	South Vallejo	Coupling cars	Leg severely bruised.

TABLE A. FUNDED DEBT.

To include all bonds payable by the company, except United States Government Bonds

Character of.	Series.	Date.	Due.	In what money Payable—Interest and Principal.	Interest. Rate.	Interest. Payable.	Authorized Amount.	Total Issued. December 31, 1877.	Total Issued. December 31, 1878.	Accrued Interest—during Year.	Amount of Bonds Outstanding December 31, 1878.
Convertible mortgage	----	Dec. 1, 1862	Jan. 1, 1883	Coin	7	January and July	$1,500,000	$1,483,000	$1,483,000	$103,810	$1,483,000
California State aid	----	July 1, 1864	July 1, 1884	Coin	7	January and July	1,500,000	1,500,000	1,500,000	Paid by State.	1,500,000
Central Pacific, first mortgage	A	July 1, 1865	July 1, 1895	Coin	6	January and July	3,000,000	2,995,000	2,995,000	$179,700	2,995,000
Central Pacific, first mortgage	B	July 1, 1866	July 1, 1896	Coin	6	January and July	1,000,000	1,000,000	1,000,000	60,000	1,000,000
Central Pacific, first mortgage	C	July 1, 1866	July 1, 1896	Coin	6	January and July	1,000,000	1,000,000	1,000,000	60,000	1,000,000
Central Pacific, first mortgage	D	July 1, 1866	July 1, 1896	Coin	6	January and July	1,390,000	1,383,000	1,383,000	82,980	1,383,000
Central Pacific, first mortgage	E	Jan. 1, 1867	Jan. 1, 1897	Coin	6	January and July	4,000,000	3,997,000	3,997,000	239,820	3,997,000
Central Pacific, first mortgage	F	Jan. 1, 1868	Jan. 1, 1898	Coin	6	January and July	4,000,000	3,999,000	3,999,000	239,940	3,999,000
Central Pacific, first mortgage	G	Jan. 1, 1868	Jan. 1, 1898	Coin	6	January and July	4,000,000	3,999,000	3,999,000	239,940	3,999,000
Central Pacific, first mortgage	H	Jan. 1, 1868	Jan. 1, 1898	Coin	6	January and July	4,000,000	3,999,000	3,999,000	239,940	3,999,000
Central Pacific, first mortgage	I	Jan. 1, 1868	Jan. 1, 1898	Coin	6	January and July	3,525,000	3,511,000	3,511,000	210,660	3,511,000
Western Pacific, old issue	----	Dec. 1, 1865	Dec. 1, 1895	Coin	6	June and Dec'ber	----------	112,000	112,000	6,720	112,000
Western Pacific, first mortgage	A	July 1, 1869	July 1, 1899	Coin	6	January and July	1,970,000	1,858,000	1,858,000	111,480	1,858,000
Western Pacific, first mortgage	B	July 1, 1869	July 1, 1899	Coin	6	January and July	765,000	765,000	765,000	45,900	765,000
California and Oregon, first mortgage	A	Jan. 1, 1868	Jan. 1, 1888	Coin	6	January and July	6,000,000	6,000,000	6,000,000	360,000	6,000,000
Central Pacific, California and Oregon Division, first mortgage	B	Jan. 1, 1872	Jan. 1, 1892	Coin	6	January and July	7,200,000	2,000,000	2,000,000	120,000	2,000,000
San Francisco, Oakland and Alameda, first mortgage	----	July 1, 1870	July 1, 1890	Coin	8	January and July	1,500,000	500,000	500,000	40,000	500,000
San Joaquin Valley, first mortgage	----	Oct. 1, 1870	Oct 1, 1900	Coin	6	April and October	6,080,000	6,080,000	6,080,000	364,800	6,080,000
Land grant	----	Oct. 1, 1870	Oct. 1, 1890	Coin	6	April and October	10,000,000	9,840,000	10,000,000	492,510	7,713,000
Income bonds	----	May 1, 1878	May 1, 1888	Coin	8	May and Nove'ber	6,000,000	----------	2,500,000	33,333⅓	2,500,000
Totals							$68,430,000	$56,021,000	$58,681,000	$3,231,533⅓	$56,394,000

TABLE A. FUNDED DEBT—Continued.

Character of.	Series	Bonds Sold.					
		To December 31, 1877.			During Year ending December 31, 1878.		
		Amount of Bonds.	Amount Realized.	Discount or Premium.	Amount of Bonds.	Amount Realized.	Discount or Premium.
Convertible mortgage	------	$1,483,000 00	$1,185,516 68	$297,483 32	------	------	------
California State aid	------	1,500,000 00	1,489,564 60	10,435 40	------	------	------
Central Pacific, first mortgage	A	2,995,000 00					
Central Pacific, first mortgage	B	1,000,000 00					
Central Pacific, first mortgage	C	1,000,000 00					
Central Pacific, first mortgage	D	1,383,000 00					
Central Pacific, first mortgage	E	3,997,000 00	24,093,086 45	1,789,913 55	------	------	------
Central Pacific, first mortgage	F	3,999,000 00					
Central Pacific, first mortgage	G	3,999,000 00					
Central Pacific, first mortgage	H	3,999,000 00					
Central Pacific, first mortgage	I	3,511,000 00					
Western Pacific, old issue, 1865	------	112,000 00					
Western Pacific, first mortgage	A	1,858,000 00	2,458,510 83	276,489 17	------	------	------
Western Pacific, first mortgage	B	765,000 00					
California and Oregon, first mortgage	A	6,000,000 00	5,200,751 81	799,248 19	------	------	------
Central Pacific, California and Oregon Division, first mortgage	B	2,000,000 00	1,714,655 15	285,344 85	------	------	------
San Francisco, Oakland and Alameda	------	500,000 00	425,000 00	75,000 00	------	------	------
San Joaquin Valley, first mortgage	------	6,080,000 00	5,165,453 11	914,546 89	------	------	------
Land grant	------	9,840,000 00	8,502,841 89	1,337,158 11	$160,000 00	$135,848 00	$24,152 00
Income bonds	------	------	------	------	2,500,000 00	2,500,000 00	0 00
Totals	------	$56,021,000 00	$50,235,380 52	$5,785,619 48	$2,660,000 00	$2,635,848 00	$24,152 00

Bonds redeemed to December 31st, 1877:

Character of	Land grant.
Amount	$1,136,000 00
Cost	1,038,015 83
Discount	97,984 17

During year ending December 31st, 1878:

Character of	Land grant.
Amount	1,151,000 00
Cost	1,100,023 48
Discount	50,976 52

TABLE C. UNITED STATES SIX PER CENT. CURRENCY BONDS ISSUED TO CENTRAL PACIFIC RAILROAD COMPANY.

Date Issued.	Interest Commences.	Amount.
May 12, 1865	January 16, 1865	$1,258,000 00
August 14, 1865	August 14, 1865	384,000 00
October 16, 1865	October 16, 1865	256,000 00
December 11, 1865	November 29, 1865	464,000 00
March 6, 1866	March 6, 1866	640,000 00
July 10, 1866	July 10, 1866	640,000 00
October 31, 1866	October 29, 1866	320,000 00
January 15, 1867	January 14, 1867	640,000 00
October 25, 1867	October 25, 1867	320,000 00
December 12, 1867	December 11, 1867	1,152,000 00
June 10, 1868	June 9, 1868	946,000 00
July 11, 1868	July 10, 1868	320,000 00
August 5, 1868	August 4, 1868	640,000 00
August 14, 1868	August 13, 1868	1,184,000 00
September 12, 1868	September 11, 1868	1,280,000 00
September 20, 1868	September 19, 1868	1,120,000 00
October 13, 1868	October 12, 1868	1,280,000 00
October 28, 1868	October 26, 1868	640,000 00
November 5, 1868	November 3, 1868	640,000 00
November 12, 1868	November 11, 1868	640,000 00
December 5, 1868	December 5, 1868	640,000 00
December 7, 1868	December 7, 1868	640,000 00
December 30, 1868	December 29, 1868	640,000 00
January 15, 1869	January 13, 1869	640,000 00
January 29, 1869	January 28, 1869	640,000 00
February 17, 1869	February 17, 1869	640,000 00
March 2, 1869	February 17, 1869	1,066,000 00
March 3, 1869	March 2, 1869	1,333,000 00
May 28, 1869	May 27, 1869	1,786,000 00
July 15, 1869	May 27, 1869	1,314,000 00
July 15, 1869	July 15, 1869	268,000 00
December 31, 1869	July 16, 1869	1,510,000 00
January 2, 1872	November 28, 1868	4,120 00
		$25,885,120 00

UNITED STATES SIX PER CENT. CURRENCY BONDS ISSUED TO WESTERN PACIFIC RAILROAD COMPANY.

Date Issued.	Interest Commences.	Amount.
January 24, 1867	January 26, 1867	$320,000 00
September 1, 1869	September 3, 1869	320,000 00
October 29, 1869	October 28, 1869	1,008,000 00
January 27, 1870	January 22, 1870	322,000 00
January 8, 1872	January 22, 1872	560 00
		$1,970,560 00

Bonds—amount	$27,855,680 00
Proceeds of sale, in currency	27,989,834 95
Premium	134,274 95

($120 unsold. Premium received was credited to construction account.)

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1878.						
			Length of Roadway—All Single Track.			Reduced to Single Track.			
						Sidings—All Iron.	Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron and Steel.		Iron.	Steel.	Iron and Steel.
							(b)	(c)	
Main line without State	State line	Terminus	473.2472	125.1228	598.3700	58.6425	531.8897	125.1228	657.0125
Main line within State	Oakland Wharf	State line	76 8276	196.8793	273.7069	92.1826	169.0102	196.8793	365.8895
Oregon Branch	Roseville	Redding	147.8471	4.3734	152.2205	17.9944	165.8415	4.3734	170.2149
Visalia Branch	Lathrop	Goshen	136.8671	9.2125	146 0796	9.8357	146.7028	9 2125	155.9153
San José Branch	San José	Niles	15.5863	1.9500	17.5363	0.9813	16.5676	1.9500	18 5176
Oakland Branch	Oakland Wharf	Brooklyn		5.6598	5.6598	0.0335	0.0335	5.6598	5.6933
Alameda Branch	Alameda Wharf	Oakland Point, Melrose, and Fruit Vale	5.8512	4.1322	9.9834	0.6080	6.4592	4.1322	10.5914
Total on whole road, December 31st, 1878			856.2265	347.3300	1,203.5565	180.2780	1,036.5045	347.3300	1,383.8345
Total on whole road, December 31st, 1877			912.9833	290.5540	1,203 5373	171.4107	1,084.3940	290.5540	1,374.9480
Total constructed during year				0.0192	0.0192	12.5269	12.5269	0.0192	12.5461
Total reduction made during year						3.6596	3.6596		3.6596
Total within the State constructed during year				0.0192	0.0192	8.7843	8.7843	0.0192	8.8035
Total without the State constructed during year						3.7426	3.7426		3.7426
Total within the State reduction made during year						2.9492	2.9492		2.9492
Total without the State reduction made during year						0.7104	0.7104		0.7104

TABLE C—Continued.

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1877.								
	Within State.			Without State.			Total.		
	Length in Miles.	Average Weight per Mile, (Tons).*	Total Weight, (Tons).*	Length in Miles.	Average Weight per Mile, (Tons).*	Total Weight, (Tons).*	Length in Miles.	Average Weight per Mile, (Tons).*	Total Weight, (Tons).*
Length of iron rail	1,077.3172			1,091.4708			[illegible]		
Length of steel rail	364.6180			216.4900			[illegible]		
	December 31, 1878.								
Length of iron rail	1,009.2276			1,063.7794			2,073.0090		
Length of steel rail	444.4144			250.2456			694.6600		
Total length of iron rail laid during the year	17.5680			7.4852			25.0532		
Total length of iron rail taken up during the year	5.8984			1.4208			7.3192		
Total length of steel rail laid during the year	0.0384	47 1-7	1.8100	0.0000			0.0384	47 1-7	1.81
Total length of iron rail replaced by steel rail during the year	79.7592			33.7556			113.5138		
Of the iron rail, the length of old iron relaid was	17.5686			7.4852			25.0538		

* Steel rail, both fifty and sixty pounds per yard; don't know how much of each.

TABLE D.

Grants or donations, in bonds or money, from States, counties, towns, corporations, or individuals, not repayable by company.

Character of Bonds.	Interest Payable—By Whom	Total Amount of Bonds or Cash	Disposed of.			Interest Accrued to Company.		Amount held by Company as an Investment	Remarks
			Amount of Bonds.	Cash Realized	Discount	December 31, 1877	During Year		
San Francisco County bonds*	San Francisco County	$400,000 00	$400,000 00	$321,752 75	$78,247 25	$27,685 00	0	0	The amount received from sales of these bonds, and the interest accrued to the company, has been credited to construction account.
San Francisco County bonds†	San Francisco County	250,000 00	250,000 00	175,000 00	75,000 00	0	0	0	

* The above four hundred bonds were issued to the Central Pacific Railroad Company as a compromise of a claim of the company against the City and County of San Francisco, but were not a donation.

† These two hundred and fifty bonds were issued to the Western Pacific Railroad Company under same circumstances as the four hundred bonds were issued to the Central Pacific.

TABLE E.

Other aids or grants from the United States, States, counties, corporations, or individuals. Lands granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.	Number of Acres.			Estimated Value.	
			Total.	Less Reserved by Government.	Net Total.	Per Acre.	Total.
Central Pacific	12,800	742	9,467,600	1,500,000	7,997,600	$2 50	$19,994,000 00
Western Pacific*	12,800	123.38	1,579,264	1,153,264	426,000	2 50	1,065,000 00
California and Oregon	12,800	291	3,724,800		3,724,800	2 50	9,312,000 00
					12,148,400		$30,371,000 00

*The Western Pacific Railroad Company had disposed of its lands prior to its consolidation with this company.

Lands or property including right of way donated by States, counties, towns, corporations, or individuals, stating in detail the amount of land granted for right of way, for stations, for shops, for store-houses, etc.

By whom Donated.	Description of Property.	Assessed.	Proceeds, if Sold.
Sacramento City	20 60-100 acres in slough in Sacramento City	$50,000 00	$0 00
State of California	One-half interest in Mission Bay lands, San Francisco	281,467 50	0 00
Oakland Water Front Company	Land, Oakland water front	5,000 00	0 00

MEM.—No donations of lands or property other than those specified above in Tables D and E have ever been made to the company, except lands for right of way, stations, shops, and store-houses. In most instances the lands for right of way, stations, etc., were procured by the contractors.

Bonds whereof principal is payable by company—interest by State or other parties.

Character of	Central Pacific.
Date when issued	July 1st, 1864.
Date when due	July 1st, 1884.
Amount	$1,500,000 00
Interest—rate	7 per cent.
Interest—by whom payable	State of California.

TABLE F. SALES OF LANDS GRANTED BY UNITED STATES GOVERNMENT.

Total sales and accrued interest in currency and coin.

	Acres Sold.	Average Price.	Amount.		
			Principal.	Interest Accrued.	Total.
Lands leased prior to December 31st, 1877			$625 00		$625 00
Lands sold prior to December 31st, 1877	541,309.89	$5 98$\frac{14}{27}$	3,239,872 17	$537,018 62	3,776,890 79
Timber and stumpage prior to December 31st, 1877			40,680 91		40,680 91
Total to December 31st, 1877			$3,281,178 08	$537,018 62	$3,818,196 70
Lands leased since December 31st, 1877					
Lands sold since December 31st, 1877	78,100.13	$8 24$\frac{1}{2}$	$643,776 71	$160,706 15	$804,482 86
Timber and stumpage since December 31st, 1877			8,188 27		8,188 27
Total to December 31st, 1878	619,410.02	$6 26$\frac{3}{10}$	$3,933,143 06	$697,724 77	$4,630,867 83
During year	78,100.13		$651,964 98	$160,706 15	$812,671 13

Amounts paid and due on sales above stated—currency and coin.

	Amount Due.			Amount Paid.		
	Principal.	Accrued Interest.	Total.	Principal	Interest.	Total.
To December 31st, 1877, from all sources	$1,507,854 13	$8,811 40	$1,516,665 53	$1,773,323 95	$528,207 22	$2,301,531 17
To December 31st, 1878, from all sources	1,769,830 00	19,293 48	1,789,123 48	2,163,313 06	678,431 29	2,841,744 35
During year	$261,975 87	$10,482 08	$272,457 95	$389,989 11	$150,224 07	$540,213 18

TABLE F—Continued.

	Currency and Coin.		Expenses.	Net Coin Receipts.
To December 31st, 1877, from lands previous to trust mortgage	$406,547 29		$473,075 91	
During year 1878, from lands previous to trust mortgage	5,654 80			
		$412,202 09		
To December 31st, 1878, since trust mortgage		2,429,542 26	*925 24	$2,428,617 02
Total		$2,841,744 35		

* Discount on currency.

Application of amount placed in hands of Trustees for redemption of bonds (to be stated in coin).

	Bonds Redeemed.			Total Received by Trustees.	Balance on Hand.	Discount on Bonds Redeemed.
	Number.	Amount.	Cost.			
To December 31st, 1877	1,136	$1,136,000 00	$1,038,015 83	$1,894,058 64	$856,042 81	$97,984 17
During year	1,151	1,151,000 00	1,100,023 48	534,558 38		50,976 52
Totals	2,287	$2,287,000 00	$2,138,039 31	$2,428,617 02	$200,577 71	$148,960 69

Cash from sales previous to trust mortgage not placed in hands of Trustees		$412,202 09
Expenses of land department to date		473,075 91
Patents received to December 31st, 1877—number of acres	Including patents to Western Pacific Railroad Company—acres	1,660,020.17
	Not including patents to Western Pacific Railroad Company—acres	1,234,059.27
Patents received to December 31st, 1878—number of acres	Including patents to Western Pacific Railroad Company—acres	1,685,747.97
	Not including patents to Western Pacific Railroad Company—acres	1,259,667.07
Number of purchasers to December 31st, 1878, not including purchasers of Western Pacific Railroad lands		2,757
Average number of acres sold to each		222 14/17

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Charles Crocker, Second Vice-President of the Central Pacific Railroad Company, and E. H. Miller, Jr., Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that, as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed): CHARLES CROCKER,
E. H. MILLER, JR.

Subscribed and sworn to before me, this 24th day of June, 1879.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

LOS ANGELES AND INDEPENDENCE RAILROAD COMPANY.

Returns of the Los Angeles and Independence Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Chas. Crocker, President	San Francisco.
David D. Colton, Vice-President*	San Francisco.
F. S. Douty, Secretary	San Francisco.
Leland Stanford	San Francisco.
E. W. Hopkins	San Francisco.
C. P. Huntington	New York.

* Deceased; successor not elected December 31st, 1878.

BUSINESS ADDRESS OF THE COMPANY.

Corner Fourth and Townsend Streets ..... San Francisco, Cal.

The Los Angeles and Independence Railroad Company was incorporated January 4th, 1875.

CAPITAL STOCK.

1.	Capital stock authorized by charter*	$4,000,000 00
2.	Capital stock authorized by votes of company	4,000,000 00
3.	Capital stock issued (number of shares, 5,025); amount paid in	502,500 00
4.	Capital stock paid in on shares not issued	None.
5.	Total amount paid in as per books of the company	502,500 00
6.	Amount of capital stock issued but not full paid	None.
8.	Par value of shares issued	100 00
9.	Total number of stockholders	7
10.	Number of stockholders in California	6
11.	Amount of stock held in California	502,000 00
	Debt	None.
17.	Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets	24,199 06

* By original articles of incorporation.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1877.	To December 31, 1878.
3. Superstructure, including rails	$356,802 78	$357,710 12
4. Land	6,032 00	6,032 00
Fences		1,290 00
Wharves	60,140 08	60,140 08
11. Total cost of construction	$422,974 86	$425,172 40

Equipment.

	Number	To December 31, 1877. Cost.	Number	To December 31, 1878. Cost.
12. Locomotives	2	$91,644 05	2	$86,203 05
14. Parlor cars	1			
16. Passenger cars	3		3	
Baggage car and smoker combined	1		1	
17. Freight cars	78		78	

26. Total for property purchased, etc.	$0 00
27. Whole amount of permanent investments	511,375 45
28. Property in California	511,375 45
29. Amount of supplies and materials on hand	0 00
30. Cash assets	24,199 06
31. Total property and assets of the company	535,574 51

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry 2. Bridging 3. Superstructure, including rails	$907 34
4. Fences	1,290 20
18. Total	$2,197 54
19. Property sold and credited to property account during the year, specifying same:	
One palace car, Santa Monica	5,441 00
20. Net reduction from property account for the year	3,243 46

(Leased by Central Pacific Railroad, and maintained by that company.)

REVENUE FOR THE YEAR.

13. Derived from rents for use of road and equipment when leased:	
Rental from January 1st, 1878, to December 31st, 1878	26,628 90
19. Total income derived from all sources	26,628 90

(Leased by Central Pacific Railroad Company.)

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	$3,500 66
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Office expenses	11 68
5. Total	$3,512 34
13. Total expenses	3,512 34

(Leased by Central Pacific Railroad Company.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$23,116 56
2. Percentage of same to capital stock and net debt	4.60 per cent.	
3. Percentage of same to total property and assets	4.31 per cent.	
4. Interest accrued during the year		None.
5. Dividends declared for the year		None.
6. Date of last dividend declared		None.
7. Balance for the year, or surplus		23,116 56
8. Surplus at commencement of the year	$9,957 95	
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	0 00	
9. Surplus at commencement of the year, as changed by aforesaid entries		9,957 95
10. Total surplus December 31st, 1878		33,074 51
11. Paid to sinking funds in hands of Trustees		0 00
Earnings, expenses, net earnings, etc., of passenger and freight departments		Operated under lease by the Central Pacific Railroad Company.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of road	$122,974 86	$425,172 40
Cost of equipment	91,644 05	86,203 05
Cash, cash assets, and other items (specifying same):		
Balance of current accounts		24,199 06
Totals	$514,618 91	$535,574 51
Credits.		
Capital stock	$502,500 00	$502,500 00
Funded debt	0 00	0 00
Other debts (specifying same):		
Balance of current accounts	2,160 96	0 00
Profit and loss (profit, if any), (surplus)	9,957 95	33,074 51
Totals	$514,618 91	$535,574 51

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
Balance from 1877		$9,957 95
Rental—January 1st, 1878, to December 1st, 1878		26,628 90
General expenses	$11 68	
Taxes	3,500 66	
Balance carried to 1879	33,074 51	
Totals	$36,586 85	$36,586 85
Balance January 1st, 1879		$33,074 51

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Los Angeles to Santa Monica	December, 1875.
2. Length of main line of road from Los Angeles to Santa Monica	16.6924 miles.
Length of main line in California	16.6924 miles.
Length of main line in other States	None.
3. Length of line with track laid, if road is not completed	Completed.
4. Length of double track on main line	None.
5. Branches owned by the company	None.
10. Total length of road belonging to this company	16.6924 miles.
11. Aggregate length of siding and other tracks not enumerated above	1.5433 miles.
12. Same in California	1.5433 miles.
13. Aggregate length of track belonging to this company computed as single track	18.2357 miles.
14. Same in California	18.2357 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	None.
18. Number of wooden bridges (aggregate length, 1,431 feet), in California	7
Bridges built within the year in California	None.
19. Number of crossings of highways at grade, in California	11
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	11
27. Number of railroad crossings at grade	1
(Street railroad at Park Station.)	
34. Total miles of road operated by this company	Operated under lease by Central Pacific Railroad Company.

ROLLING STOCK.

	Number.	Average Weight, (Pounds).
1. Locomotives	2	
Average weight of engines in working order		60,000
Maximum weight of engines in working order		60,000
2. Tenders	2	
Average weight of tenders full of fuel and water		25,000
Maximum weight of tenders full of fuel and water		30,000
Average joint weight of engines and tenders		85,000
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 41 6/12 feet.		
4. Total length of heaviest engine and tender over all, 49 6/12 feet.		
6. Passenger cars	3	
Average weight		37,250
Maximum weight		37,250
7. Mail and baggage cars	1	36,000
8. Eight-wheel box freight cars	16	19,000
10. Eight-wheel platform cars	62	15,000
12. Other cars—track cars	10	
13. Total cost.*		

*Total cost, $86,203 05. No market value can be absolutely given.

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	78
15. Number of locomotives equipped with train brakes	2
Kind of brake	Vacuum.
16. Number of cars equipped with train brakes	4
Kind of brake	Vacuum,
17. Number of passenger cars with Miller platform and buffer	0
Mileage, traffic, etc.	Operated by Central Pacific Railroad Company under lease.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line—All within State.		Length of Track and Sidings December 31, 1878.		
		Roadway—All Single.	Sidings.	Track and Sidings.
From—	To—	All Iron.	All Iron.	All Iron.
Los Angeles	Santa Monica	16.6924	1.5433	18.2357
Total on whole road, December 31st, 1878		16.6924	1.5433	18.2357
Total on whole road, December 31st, 1877		17.0104	1.6852	18.6956
Total constructed during year, all within State		----------	0.3818	0.3818
Total reduction made during year, all within State		0.3180	0.5237	0.8417

	December 31, 1877—All within State.			December 31, 1878—All within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons.)	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	37.3912	39.2857	1,468.9394	36.4714	39.2857	1,432.8044
Total length of iron rail laid during the year				0.7636	39.2857	29.9985
Total length of iron rail taken up during the year				1.6834	39.2857	66.1335
Total length of steel rail laid during the year				0.0000	----------	----------
Total length of iron rail replaced by steel rail during the year				0.0000	----------	----------
Of the iron rail, the length of old iron relaid was				0.7636	39.2857	29.9985

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Charles Crocker, President of the Los Angeles and Independence Railroad Company, and F. A. Douty, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing twenty-six sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that, as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed): CHARLES CROCKER,
F. A. DOUTY.

Subscribed and sworn to before me, this 24th day of May, 1879.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

LOS ANGELES AND SAN DIEGO RAILROAD COMPANY.

Returns of the Los Angeles and San Diego Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS:

Leland Stanford, Director	San Francisco.
Charles Crocker, Director	San Francisco.
Charles F. Crocker, Director	San Francisco.
N. T. Smith, Director	San Francisco.
C. P. Huntington, Director	New York.
Charles Crocker, President	San Francisco.
Charles F. Crocker, Vice-President	San Francisco.
N. T. Smith, Treasurer	San Francisco.
J. L. Willcutt, Secretary	Oakland.
George E. Gray, Chief Engineer	San Francisco.
A. N. Towne, Superintendent	San Francisco.

BUSINESS ADDRESS OF THE COMPANY:

Los Angeles and San Diego Railroad Company ..... San Francisco, California.

The Los Angeles and San Diego Railroad Company was incorporated October 10th, 1876.

CAPITAL STOCK.

1.	Capital stock authorized by charter*	$5,600,000 00
4.	Capital stock paid in on shares not issued (number of shares, 1,400)	14,000 00
5.	Total amount paid in as per books of the company	14,000 00
8.	Par value of shares issued	100 00
9.	Total number of stockholders 8	
10.	Number of stockholders in California 7	
11.	Amount of stock held in California	130,000 00

*By original articles of incorporation.

DEBT.

12.	Funded debt	None.
14.	Unfunded debt:	
	Incurred for construction, equipment, or purchase of property	6,486 98
15.	Total amount of unfunded debt	$6,486 98
16.	Total gross debt liabilities	6,486 98
17.	Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
	Cash on hand	14,000 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1877.	To December 31, 1878.
Organization expenses, etc.	$52 05	$6,486 98
11. Total cost of construction*	$52 05	$6,486 98

*No payment has yet been made by the company to the builders of the road.

Equipment	None.

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNT.

26.	Total for property purchased, etc.	$0 00
27.	Whole amount of permanent investments	6,486 98
28.	Property in California	6,486 98
29.	Amount of supplies and materials on hand	0 00
30.	Cash and cash assets	14,000 00
31.	Total property and assets of the company	20,486 98

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

	Organization expenses, etc.	$6,434 93
18.	Total	6,434 93
	Revenue for the year	Operated by the Central Pacific Railroad Company, and included in its report.
	Expenses for operating the road for the year	
	Net income, dividends, etc.	

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of road	$52 05	$6,486 98
Cash, cash assets, and other items (specifying same)	14,000 00	14,000 00
Totals	$14,052 05	$20,486 98
Credits.		
Capital stock	$14,000 00	$14,000 00
Other debts (specifying same):		
Southern Pacific Railroad Company	52 05	6,486 98
Totals	$14,052 05	$20,486 98

Profit and loss account for the year ending December 31st, 1878 ..... None.

DESCRIPTION OF ROAD.

1.	Date when the road or portions thereof were opened for public use:	
	From Florence to Nietos	April 15, 1874.
	From Nietos to Anaheim	Jan. 14, 1875.
	From Anaheim to Santa Ana	Dec. 17, 1877.
2.	Length of main line of road from Florence to Santa Ana	27.82 miles.
	Length of main line in California	27.82 miles.
10.	Total length of road belonging to this company	27.82 miles.
11.	Aggregate length of siding and other tracks not enumerated above	2.39 miles.
12.	Same in California	2.39 miles.
13.	Aggregate length of track belonging to this company computed as single track	30.21 miles.
14.	Same in California	30.21 miles.
19.	Number of crossings of highways at grade	37
26.	Number of highway crossings at which there are neither electric signals, gates, nor flagmen	37
37.	Number of stations on all roads owned by this company	7
38.	Same in California	7
40.	Miles of telegraph owned by this company	27.82
41.	Number of telegraph offices in company stations	4
43.	Number of telegraph stations operated jointly by railroad and telegraph companies	4
	Rolling stock	None.
	Mileage, traffic, etc.	Operated by the Central Pacific Railroad Company, and included in its report.
	List of accidents in California	None, or if any, reported by Central Pacific Railroad Company.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line—All within State.		Length of Track and Sidings December 31, 1878.		
		Roadway—All Single.	Sidings.	Track and Sidings.
From—	To—	All Iron.	All Iron.	All Iron.
Florence	Santa Ana	27.82	2.39	30.21
Total on whole road, December 31st, 1878		27.82	2.39	30.21
Total on whole road, December 31st, 1877		27.82	1.69	29.51
Total constructed during year, all within State			0.70	0.70

	December 31, 1877—All within State.			December 31, 1878—All within State.		
	Length in Miles.	Average Weight per Mile,(Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile,(Tons).	Total Weight, (Tons).
Length of iron rail	59.02	44	2,596.88	60.42	44	2,658.48
Total length of iron rail laid during the year				1.40	44	61.60

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Charles Crocker, President of the Los Angeles and San Diego Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed):

CHARLES CROCKER,
J. L. WILLCUTT.

Subscribed and sworn to before me, this 26th day of June, 1879.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

NORTHERN RAILWAY COMPANY.

Returns of the Northern Railway Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

R. P. Hammond, Director, President	San Francisco.
C. P. Huntington, Director, Vice-President	New York.
E. W. Hopkins, Director, Treasurer	San Francisco.
Charles Crocker, Director	San Francisco.
J. O'B. Gunn, Director, Secretary	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

San Francisco ..... California.

The Northern Railway Company was incorporated July 19th, 1871.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$8,400,000 00
2. Capital stock authorized by votes of company		8,400,000 00
3. Capital stock issued (number of shares, 27,891); amount paid in		2,798,100 00
4. Capital stock paid in on shares not issued (number of shares, 2,105)		21,050 00
5. Total amount paid in as per books of the company		2,819,150 00
6. Amount of capital stock issued but not full paid		None.
8. Par value of shares issued		100 00
9. Total number of stockholders	16	
10. Number of stockholders in California	15	
11. Amount of stock held in California		2,812,350 00

* By original articles of incorporation.

DEBT.

12. Funded debt, as follows:		
Bonds		$2,435,000 00
Interest paid on same during year, including past-due coupons	$190,740 00	
Certificates of indebtedness		0 00
13. Total amount of funded debt		$2,435,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$2,015,439 50
All other debts, current credit balances, etc.		127,525 80
15. Total amount of unfunded debt		$2,142,965 30
16. Total gross debt liabilities		$4,577,965 30
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$267,859 74	
Other securities and debt balances	63,460 85	
		331,320 59
18. Total net debt liabilities		$4,246,644 71
20. Amount of claims against the company which for any reason have not been entered upon the books		Settlement has not yet been made in full with contractors building the road.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11.	Total cost of construction to December 31st, 1877—not segregated	$4,264,100 00
	Total cost of construction to December 31st, 1878—not segregated	7,248,559 32
	Equipment	None.
27.	Whole amount of permanent investments	7,248,559 32
28.	Property in California	7,248,559 32
30.	Cash and cash assets	331,320 59
31.	Total property and assets of the company	7,579,879 91

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

18.	Total—not segregated	$2,984,459 32

REVENUE FOR THE YEAR.

7.	Total earnings from passenger department—proportion derived from passengers passing over the line	$77,386 02
12.	Total earnings from freight department—proportion derived from freight passing over the line	169,789 70
13.	Derived from rents for use of road and equipment when leased	98,962 34
14.	Total earnings	$346,138 06
15.	Earnings per mile of road operated	$2,110 60
19.	Total income derived from all sources	346,138 06

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1.	Taxes, State and local	$8,372 41
2.	General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	650 40
5.	Total	$9,022 81
	Class II.—Maintenance of way and buildings and movement expenses.	These expenses paid by the Central Pacific Railroad Company, lessees of the road.
	Classes III and IV.—Passenger and freight traffic expenses	
9.	Total expenses of operating the road embraced in Classes I, II, III, and IV	9,022 81
12.	Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed:	
	The Northern Railway pays the San Pablo and Tulare Railroad Company $300 per mile per month, for the line running between Martinez and Tracy	55,821 60
13.	Total expenses	$64,844 41

NET INCOME, DIVIDENDS, ETC.

1.	Total net income		$281,293 65
2.	Percentage of same to capital stock and net debt	3.98 per cent.	
3.	Percentage of same to total property and assets	3.71 per cent.	
4.	Interest accrued during the year:		
	On funded debt	$190,740 00	
	On other debt	0 00	
	Total		190,740 00
5.	Dividends declared for the year; amount		None.
6.	Date of last dividend declared		None.
7.	Balance for the year, or surplus		90,553 65
8.	Surplus at commencement of the year	$92,210 96	
	Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	0 00	
9.	Surplus at commencement of the year, as changed by aforesaid entries		92,210 96
10.	Total surplus December 31st, 1878		$182,764 61
11.	Paid to sinking funds in hands of Trustees		None.

Earnings, expenses, net earnings, etc., of passenger and freight departments	The expenses are paid by the Central Pacific Railroad Company, lessees; and this company has no means of getting at these details.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of road	$4,264,100 00	$7,248,559 32
Cash, cash assets, and other items (specifying same):		
Stockholders' unpaid subscription	189,450 00	189,450 00
Cash with Treasurer	21,050 00	267,859 74
Debits due company	18,710 96	63,460 85
Totals	$4,493,310 96	$7,769,329 91
Credits.		
Capital stock	$3,008,600 00	$3,008,600 00
Funded debt	----------	2,435,000 00
Other debts (specifying same):		
Contractors and others for construction	1,392,500 00	2,015,439 50
Unpaid coupons	----------	73,050 00
Current accounts	----------	54,475 80
Profit and loss (profit, if any)	92,210 96	182,764 61
Totals	$4,493,310 96	$7,769,329 91

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
January 1st, 1878—Balance from 1877	----------	$92,210 96
Rental earnings	----------	98,962 34
Earnings from passengers	----------	77,386 02
Earnings from freight	----------	169,789 70
General expense	$650 40	----------
Taxes	8,372 41	----------
Coupon interest	190,740 00	----------
Leased roads	55,821 60	----------
Balance to 1879	182,764 61	----------
Totals	$438,349 02	$438,349 02

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

From West Oakland to Shell Mound	Aug. 16, 1876.
From Shell Mound to Martinez	January 9, 1878.
From Woodland to Williams	July 1, 1876.
To Willows	Oct. 3, 1878.

San Pablo and Tulare Railroad.

From Martinez to Tracy	Sept. 8, 1878.

2. Length of main line of road ..... Not built in consecutive sections; see branches.

	Length of main line in other States	None.
3.	Length of line with track laid, if road is not completed	112.8081 miles.
4.	Length of double track on main line	4.6812 miles.
5.	Branches owned by the company	Sections of main line.
	(Names and description of; single or double track):	
	Oakland to Junction with San Pablo and Tulare Railroad, near Martinez	31.0231 miles.
	Oakland to Delaware Street—double track	4.6812 miles.
	Benicia to junction with California Pacific Railroad, near Suisun	16.9881 miles.
	Woodland, junction with California Pacific Railroad, to Willows	64.7969 miles.
10.	Total length of road belonging to this company	112.8081 miles.
11.	Aggregate length of siding and other tracks not enumerated above	16.4284 miles.
12.	Same in California	16.4284 miles.
13.	Aggregate length of track belonging to this company computed as single track	133.9177 miles.
14.	Same in California	133.9177 miles.
15.	Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 pounds)—rail	191.2382
16.	Number of spans of bridges of twenty-five feet and upwards	7
17.	Number of iron bridges	0
18.	Number of wooden bridges (aggregate length, 12,233 feet)	170

BRIDGES BUILT WITHIN THE YEAR IN CALIFORNIA.

	Location	Woodland to Williams.
	Kind	Pile trestle.
	Material	Wood.
	Length	1,408 feet.
	When built	Aug. 14 to Oct. 2.
19.	Number of crossings of highways at grade	79
20.	Number of crossings of highways over railroad	2
22.	Number of highway bridges eighteen feet above track	2
26.	Number of highway crossings at which there are neither electric signals, gates, nor flagmen	79
27.	Number of railroad crossings at grade, specifying each	3
	(Tramway at Pinole, gauge 3 5-12 feet.)	
	(Tramway at Martinez.)	
	(Local tracks, Central Pacific Railroad, Oakland Point.)	

ROADS BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30.	Names, description, and length of each:	
	Name of company	San Pablo and Tulare.
	Termini	Martinez and Tracy.
	Length	46.5180 miles.
	Date of lease	Sept. 1, 1878.
	Amount of rental	$300 per mile per month.
31.	Total length of above roads	46.5180 miles.
32.	Total length of above roads in California	46.5180 miles.
33.	Total length of above roads in other States, specifying each	None.
34.	Total miles of road operated by this company	The road is operated by the Central Pacific Railroad Company.
37.	Number of stations on all roads owned by this company	31
38.	Same in California	31
40.	Miles of telegraph owned by this company	112
41.	Number of telegraph offices in company stations	14
	Rolling stock	There is no rolling stock owned by the company.
	Mileage, traffic, etc.	The business is managed by the Central Pacific Railroad Company.

TABLE A. FUNDED DEBT. TO INCLUDE ALL BONDS PAYABLE BY THE COMPANY, EXCEPT UNITED STATES GOVERNMENT BONDS.

Character of	First mortgage.
Date	January 1, 1877.
Due	January 1, 1907.
In what money payable:	
Interest	Gold.
Principal	Gold.
Interest:	
Rate	6 per cent.
Payable	Janu'ry and July.
Authorized amount	$6,300,000 00
Total issued, December 31st, 1878	2,435,000 00
Accrued interest:	
During year	190,740 00
Over-due	73,050 00
Amount of bonds outstanding December 31, 1878	2,435,000 00

TABLE A. FUNDED DEBT—Continued.

Bonds sold to December 31st, 1877, first mortgage	None.
Bonds sold during year ending December 31st, 1878, first mortgage:	
Amount of bonds	$2,435,000 00
Amount realized	2,435,000 00
Discount or premium	None.
(No bonds redeemed.)	

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line and Branches—All within State.		Length of Track December 31, 1878.												
		Single.		Double.	Length of Roadway—Single and Double Track.			Reduced to Single Track.						
								Track.		Sidings.		Track and Sidings.		
From—	To—	Iron.	Steel.	All Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
Oakland	Junction San Pablo and Tulare Railroad, near Martinez		26.3419	4.6812		31.0231	31.0231		35.7043	5.9024	1.7461	5.9024 (b)	37.4504 (c)	43.3528
Benicia	Junction California Pacific Railroad, near Suisun		16.9881			16.9881	16.9881		16.9881	0.6263	2.0011	0.6263	18.9892	19.6155
Junction California Pacific Railroad, near Woodland	Willows	25.6174	39.1795		25.6174	39.1795	64.7969	25.6174	39.1795	6.1525		31.7699	39.1795	70.9494
Total on whole road, December 31st, 1878		25 6174	82.5095	4.6812	25.6174	87.1907	112.8081	25.6174	91.8719	12.6812	3.7472	38.2986	95 6191	133.9177
Total on whole road, December 31st, 1877		0.0114	75.3304		0.0114	75.3304	75.3418	0.0114	75.3304	6.3943	2.6784	6.4057	78.0088	84.4145
Total constructed during year, all within State		25.6060	7.1791	4.6812	25.6060	11.8603	37.4663	25.6060	16.5415	6.2869	1.0688	31.8929	17.6103	49.5032

The length of the rail is double the length of single track, columns (b) and (c) above.	December 31, 1877—All within State.			December 31, 1878—All within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	12.8114	44.0000	563.7016	76.5972	44.0000	3,370.2768
Length of steel rail	156.0176	39.2857	6,129.2606	191.2382	39.2857	7,512.9265
Total length of iron rail laid during the year				63.7858	44 0000	2,806.5752
Total length of steel rail laid during the year				35 2206	39.2857	1,383.6659
Total length of iron rail replaced by steel rail during the year				0.0228	44 0000	1.0032
Of the iron rail, the length of re-rolled iron was				51.2348	44.0000	2,254.3312
Of the iron rail, the length of old iron relaid was				12.5510	44.0000	552.2440

TABLE E. OTHER AIDS OR GRANTS FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands or property, including right of way donated by States, counties, towns, corporations, or individuals, stating in detail the amount of land granted for right of way, for stations, for shops, for store-houses, etc.: (None; the contractors furnished all right of way and depot grounds under terms of their contract.)

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Richard P. Hammond, President of the Northern Railway Company, and James O'B. Gunn, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed): RICHARD P. HAMMOND,
JAMES O'B. GUNN.

Subscribed and sworn to before me, this 24th day of June, 1879.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

PITTSBURG RAILROAD COMPANY.

Returns of the Pittsburg Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Levi Stevens, Director, President ..... Fruit Vale, Alameda County, California.
Judah Baker, Jr., Director, Vice-President ..... San Francisco, California.
Samuel Baker, Director, Secretary ..... San Rafael, California.
Charles J. Morrill, Director ..... Boston, Massachusetts.
A. W. Fisk, Director ..... Providence, Rhode Island.

BUSINESS ADDRESS OF THE COMPANY.

Pittsburg Railroad Company, office of Stevens, Baker & Company, 202 Sacramento Street, San Francisco, California.

The Pittsburg Railroad Company was incorporated January 23d, 1862.

CAPITAL STOCK.

1.	Capital stock authorized by charter*	$50,000 00
2.	Capital stock authorized by votes of company	225,000 00
3.	Capital stock issued (number of shares, 2,250); amount paid in	225,000 00
4.	Capital stock paid in on shares not issued	None.
5.	Total amount paid in as per books of the company	225,000 00
6.	Amount of capital stock issued but not full paid	None.
8.	Par value of shares issued	100 00
9.	Total number of stockholders	54
10.	Number of stockholders in California	3
11.	Amount of stock held in California	320 shares.
	Debt	None.
17.	Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
	Cash on hand	$9,561 11
	Materials and supplies on hand	No record.
	Sinking funds	None.
	Other securities and debt balances	

* By original articles of incorporation.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1877.	To December 31, 1878
1. Grading and masonry*	$35,000 00	$35,000 00
2. Bridging*	27,000 00	27,000 00
3. Superstructure, including rails*	51,000 00	51,000 00
4. Land	400 00	400 00
Land damages	465 26	465 26
Fences*	550 00	550 00
5. Passenger and freight stations—none		
6. Engine houses, car sheds, and turn-tables. 7. Machine shops, including machinery and tools } Estimate	7,500 00	7,500 00
8. Interest—none		
9. Engineering	59,047 00	59,047 00
Agencies, salaries, and other expenses during construction		
Office and other buildings—estimate	1,500 00	1,500 00
Wharves	5,903 00	5,903 00
11. Total cost of construction	$188,365 26	$188,365 26

* No separate record; estimate.

Equipment.

	Number	To December 31, 1877. Cost.	Number	To December 31, 1878. Cost.
12. Locomotives	2	$24,000 00	2	$24,000 00
17. Freight cars—platform	3	1,200 00	3	1,200 00
Other cars—hand, 2, $400; water, 1, $500	3	900 00	3	900 00
Dump coal cars	32	19,200 00	32	19,200 00
Cars destroyed and sundry material	------	17,503 97	------	17,503 97
18. Total for equipment	------	$62,803 97	------	$62,803 97

26. Total for property purchased, etc.	$0 00
27. Whole amount of permanent investments	251,169 23
28. Property in California	251,169 23
29. Amount of supplies and materials on hand	No record.
30. Cash and cash assets	9,561 11
31. Total property and assets of the company	260,730 34
Expenditures charged to property account during year	None.

REVENUE FOR THE YEAR.

7. Total earnings from passenger department	None.
8. Derived from local freight on roads operated by this company	$18,590 36
9. Derived from other roads as tolls or for use of freight cars	0 00
10. Derived from freight from and to other roads on joint tariff	
11. Derived from other sources belonging to freight department	4,730 87
12. Total earnings from freight department	$23,321 23
14. Total transportation earnings	$23,321 23
15. Earnings per mile of road operated	4,372 73
16. Earnings per train mile (total passenger and freight)	2 51
19. Total income derived from all sources	23,321 23

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	$598 89
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Superintendent and Secretary	2,525 00
Legal expenses	79 20
5. Total	$3,203 09
6. Proportion belonging to passenger department	0 00
7. Proportion belonging to freight department	3,203 09

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1. Repairs of road (exclusive of bridges, new rails, and new ties)—no record, about	$4,000 00
2. Iron rails laid, deducting old rails taken up	None.
3. Steel rails laid, deducting old rails taken up	
4. New ties (number 419); cost	148 75
5. Repairs of bridges—no separate record, about	1,000 00
6. Repairs of buildings and fixtures (stations and turn-tables)—about	200 00
8. Repairs of fences, road crossings, and signs *	100 00
10. Repairs of locomotives*	1,200 00
14. Fuel for engines and cars—coal; cost	470 00
17. Oil and waste	152 75
19. Total	$7,271 50
20. Proportion of same to passenger department	0 00
21. Proportion of same to freight department	7,271 50
22. Of the above there was expended for other than ordinary repairs	0 00
Class III.—Passenger traffic expenses	None.

* No separate record; approximate.

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

1. Repairs of freight cars*		$200 00
Repairs of dump and work cars*		1,000 00
4. Salaries, wages, and incidentals of freight trains and stations		11,554 67
8. Total		$12,754 67
9. Total expenses of operating the road embraced in Classes I, II, III, and IV		$23,229 26
10. Per train mile (total passenger and freight)	$2 50	
11. Percentage of expenses to total transportation earnings	99 6/10 per cent.	
13. Total expenses		$23,229 26

* No separate record; approximate.

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$91 97
2. Percentage of same to capital stock and net debt	0.000408 per cent.	
3. Percentage of same to total property and assets	0.000408 per cent.	
4. Interest accrued during the year		None.
Dividends declared for the year		None.
6. Date of last dividend declared		November 6, 1876.
7. Balance for the year, or surplus		91 97
8. Surplus at commencement of the year	$35,638 37	
Deduct or add entries made in profit and loss account during the year, not included in the foregoiug statement	0 00	
9. Surplus at commencement of the year, as changed by aforesaid entries		35,638 37
10. Total surplus December 31st, 1878		$35,730 34
11. Paid to sinking funds in hands of Trustees		None.
Earnings, expenses, net earnings, etc., of passenger department		None.

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	$23,321 23
2. Per freight train mile	2 51
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	3,203 09
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	7,271 50
5. Expenses, "Freight Traffic," as per Class IV, No. 8	12,754 67
6. Total expenses	23,229 26
7. Per freight train mile	2 50
8. Net earnings	91 97
9. Per freight train mile	01

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of road	$188,365 26	$188,365 26
Cost of equipment	62,803 97	62,803 97
Cash, cash assets, and other items (specifying same)	9,469 14	9,561 11
Totals	$260,638 37	$260,730 34
Credits.		
Capital stock	$225,000 00	$225,000 00
Profit and loss (profit, if any)	35,638 37	35,730 34
Totals	$260,638 37	$260,730 34

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
By earnings, as per table		$23,321 23
To expenses, as per table	$23,229 26	
To balance—profit	91 97	
Totals	$23,321 23	$23,321 23

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use: From Pittsburg Landing to Somersville	March, 1866.
2. Length of main line of road from Pittsburg Landing to Somersville	5⅓ miles.
Length of main line in California	5⅓ miles.
4. Length of double track on main line	None.
5. Branches owned by the company	None.
10. Total length of road belonging to this company	5⅓ miles.
11. Aggregate length of siding and other tracks not enumerated above	2,800 feet.
12. Same in California	2,800 feet.
13. Aggregate length of track belonging to this company computed as single track	5 5280/5280 miles.
14. Same in California	5 5280/5280 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	None.
16. Number of spans of bridges of twenty-five feet and upwards	None.
17. Number of iron bridges	
18. Number of wooden bridges (aggregate length, 2,000 feet)	2 bridges, 6 trestles.
Bridges built within the year in California	None.
19. Number of crossings of highways at grade	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	2
28. Number of railroad crossings over other roads, specifying same (Over Southern Pacific and Tulare Railroad.)	1
34. Total miles of road operated by this company	5⅓
35. Total miles of road operated by this company in California	5⅓
36. Number of stations on all roads operated by this company	2
37. Number of stations on all roads owned by this company	2
38. Same in California	2
39. Miles of telegraph on line of road operated by this company	None.
40. Miles of telegraph owned by this company	
41. Number of telegraph offices in company stations	
42. Number of telegraph stations operated by this company	
43. Number of telegraph stations operated jointly by railroad and telegraph companies	

ROLLING STOCK.

1. Locomotives	2
Average weight of engines in working order	18 tons.
Maximum weight of engines in working order	18 tons.
2. Tenders	Tenders and engines are united in one.
Average joint weight of engines and tenders	18 tons.
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender	9½ feet.
4. Total length of heaviest engine and tender over all	17½ feet.
11. Four-wheel platform cars	3
12. Other cars—hand cars, 2; water cars, 1	3
Coal and gravel	32
13. Total market value	Unknown.
14. Total number of freight cars, including coal, etc., on a basis of eight wheels	19
15. Number of locomotives equipped with train brakes	None.
Kind of brake	Screw brake.
16. Number of cars equipped with train brakes	None.
Kind of brake	Screw brake.
17. Number of passenger cars with Miller platform and buffer	None.

MILEAGE, TRAFFIC, ETC.

1.	Miles run by passenger trains	None.
4.	Miles run by freight trains	About 9,290
5.	Rate of speed of express freight trains, including stops	None.
6.	Rate of speed of accommodation freight trains, including stops	About 12 miles per hour.
8.	Total train miles run	About 9,290
9.	Total number of passengers carried	None.
12.	Number of tons carried (not including gravel) (Coal, 37,198½ tons; miscellaneous merchandise, 1,076 tons.)	38,274½
13.	Total freight mileage, or tons carried one mile	204,130½
21.	Highest rate of freight per ton per mile for any distance	15 cents.
32.	Lowest rate of freight per ton per mile for any distance	5⅝ cents.
23.	Average rate of local freight per ton per mile on roads operated by this company	9 cents.
24.	Average rate of freight per ton per mile to and from other roads	None.
25.	Average rate of freight per ton per mile for all	9 cents.
27.	Average number of cars in freight trains—basis of eight-wheel	6
28.	Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	None.
29.	Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	84,000 pounds.
30.	Number of persons regularly employed by company, including officers	22
	Average monthly pay of employés other than officers	$68 20
	Average monthly pay of engine drivers	125 00
	Average monthly pay of freight conductors	80 00
	Average monthly pay of brakemen	66 30
	Average monthly pay of mechanics in shops	101 60
	Average monthly pay of laborers	48 20
	List of accidents in California	None.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS, (SINGLE AND DOUBLE,) OWNED BY THE COMPANY.

Main line and branches	Main line—all within State.
Length of track, December 31st, 1878:	
Roadway, all single track—all iron	5.3333
Sidings—all iron	0.5303
Track and sidings—all iron	5.8636
Total roadway on whole road, December 31st, 1878	5.3333
Total roadway on whole road, December 31st, 1877	5.3333
Total constructed during year	0.0000
Length of iron rail, December 31st, 1877—all within State:	
Length in miles	11.7272
Average weight per mile—tons	35.80
Total weight—tons	419.8338
Length of iron rail, December 31st, 1878—all within State:	
Length in miles	11.7272
Average weight per mile—tons	35.80
Total weight—tons	419.8338
Length of steel rail, December 31st, 1877—all within State:	
Length in miles	0.00
Length of steel rail, December 31st, 1878—all within State:	
Length in miles	0.00
Total length of iron rail laid during the year Total length of steel rail laid during the year	None.

STATE OF CALIFORNIA,
County of San Francisco, } ss.

Levi Stevens, President of the Pittsburg Railroad Company, and Samuel Baker, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed:) LEVI STEVENS, President.
SAMUEL BAKER, Secretary.

Subscribed and sworn to before me, this 30th day of June, 1879.

E. V. JOICE, Notary Public.

SACRAMENTO AND PLACERVILLE RAILROAD COMPANY.

Returns of the Sacramento and Placerville Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President, Director ..... San Francisco.
C. P. Huntington, Vice-President, Director ..... New York.
E. W. Hopkins, Treasurer, Director ..... San Francisco.
J. O'B. Gunn, Secretary, Director ..... San Francisco.
Charles F. Crocker, Director ..... San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

San Francisco ..... California.

The Sacramento and Placerville Railroad Company was incorporated April 19th, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Sacramento Valley Railroad Company, August 14th, 1852.
Folsom and Placerville Railroad Company, September 29th, 1876.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$2,000,000 00
2. Capital stock authorized by votes of company		2,000,000 00
3. Capital stock issued (number of shares, 17,560); amount paid in		1,756,000 00
4. Capital stock paid in on shares not issued		None.
5. Total amount paid in as per books of the company		1,756,000 00
6. Amount of capital stock issued but not full paid		None.
8. Par value of shares issued		100 00
9. Total number of stockholders	51	
10. Number of stockholders in California	13	
11. Amount of stock held in California		1,239,500 00

* By original articles of incorporation.

DEBT.

12. Funded debt, as follows:		
Bonds		$1,100,000 00
Interest paid on same during year	$82,000 00	
Certificates of indebtedness		0 00
13. Total amount of funded debt		$1,100,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$0 00
All other debts, current credit balances, etc.		234,728 25
15. Total amount of unfunded debt		$234,728 25
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Materials and supplies on hand	$3,140 25	
Other securities and debt balances	207,122 13	
		$210,262 38
18. Total net debt liabilities		$1,124,465 87

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1877.	To December 31, 1878.
11. Total cost of construction, not including the Placerville and Sacramento Valley Railroad purchased	$1,528,707 80	$1,528,707 80

Equipment.

	Number	To December 31, 1877. Cost.*	Number	To December 31, 1878. Cost.*
12. Locomotives	5		5	
16. Passenger cars	6		6	
Mail cars	2		2	
Baggage cars				
17. Freight cars	66		65	
Other cars	18		17	

*Cost included in construction account above.

24. Investments in transportation lines	Placerville and Sacramento Valley Railroad.
To December 1st, 1877—price paid	$1,520,000 00
To December 1st, 1878—price paid	1,520,000 00
26. Total for property purchased, etc.	1,520,000 00
27. Whole amount of permanent investments	1,528,707 80
28. Property in California	3,048,707 80
29. Amount of supplies and materials on hand	3,140 25
30. Cash and cash assets	207,122 13
31. Total property and assets of the company	3,258,970 18
Expenditures charged to property accounts during the year	None.

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$35,826 60
5. Derived from express and extra baggage	1,800 00
6. Derived from mails	2,598 67
7. Total earnings from passenger department	$40,225 27
8. Derived from local freight on roads operated by this company	$84,998 71
11. Derived from other sources belonging to freight department	1,180 87
12. Total earnings from freight department	$86,179 58
14. Total transportation earnings	$126,404 85
15. Earnings per mile of road operated	$2,579 69
16. Per train mile (total passenger and freight)	2 70
17. Income derived from rent of property, other than road and equipment, specifying same:	
Rent of track for use of trains of the Central Pacific Railroad between Sacramento and Brighton	18,000 00
Rents from tenants, etc.	647 00
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same:	
Miscellaneous earnings	12,698 28
Interest	11,729 19
19. Total income derived from all sources	$169,479 32

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	$6,081 08
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
General expense	69 20
Office expense	4,332 84
Miscellaneous expense	1,769 31
Stationery and printing	612 16
Advertising	10 00
Wharf-service and repairs	528 71
Damages	67 50
Total	$13,470 80

6. Proportion belonging to passenger department*—31 $\frac{8}{10}$ per cent.	$4,283 71
7. Proportion belonging to freight department*—68 $\frac{2}{10}$ per cent.	9,187 09

* Computed on basis of receipts; all trains being of a mixed character, expenses could not be proportioned on any other basis.

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1. Repair of road (exclusive of bridges, new rails, and new ties)		
2. Iron rails laid, deducting old rails taken up		$30,841 69
3. Steel rails laid, deducting old rails taken up		
4. New ties		
5. Repairs of bridges		13,338 42
6. Repairs of buildings and fixtures (stations and turn-tables)		224 84
10. Repairs of locomotives		3,324 97
14. Fuel for engines and cars:		
Number of cords of wood ——; cost		*17,533 27
Number of tons of coal ——; cost		
15. Water and water stations		820 50
19. Total		$66,083 69
20. Proportion of same to passenger department †—31 $\frac{8}{10}$ per cent.		$21,014 61
21. Proportion of same to freight department †— 68 $\frac{2}{10}$ per cent.		45,069 08
22. Of the above there was expended for other than ordinary repairs—bridges		13,338 42

* Locomotive service, including cost of fuel, oil, waste, wages of engineers, and firemen.
† Computed on basis of receipts.

CLASSES III AND IV.—PASSENGER AND FREIGHT TRAFFIC EXPENSES.

Repairs of cars—all classes	$3,436 05
Train service—wages of train men and supplies used by them	6,508 68
Station service—wages of station men and supplies used by them	16,806 89
Total	$26,751 62
Proportion to passenger department *—31 $\frac{8}{10}$ per cent.	$8,507 01
Proportion to freight department *—68 $\frac{2}{10}$ per cent.	18,244 61

* Computed on basis of receipts.

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

3. Damages and gratuities, freight	$30 00
7. Amount paid other roads for balance of mileage of freight cars	876 45
8. Total	$906 45
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$107,212 56
10. Per train mile (total passenger and freight) $2 29	
11. Percentage of expenses to total transportation earnings 84 $\frac{8}{10}$ per cent.	
13. Total expenses	$107,212 56

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$62,266 76
2. Percentage of same to capital stock and net debt	2.16 per cent.	
3. Percentage of same to total property and assets	1.91 per cent.	
4. Interest accrued during the year:		
On funded debt	$82,000 00	
Total		82,000 00
5. Dividends declared for the year, amount		None.
7. Balance for the year, or deficit		19,733 24
8. Surplus at commencement of the year	$209,791 97	
Deduct entries made in profit and loss account during the year, not included in the foregoing statement	21,816 80	
9. Surplus at commencement of the year, as changed by aforesaid entries		187,975 17
10. Total surplus, December 31st, 1878		168,241 93

Earnings, expenses, net earnings, etc., of passenger and freight departments: (All transportation is done on mixed trains, and the relative cost of handling the various classes of business cannot be apportioned.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of road	$3,048,707 80	$3,048,707 80
Supplies and materials on hand	26,717 85	3,140 25
Cash, cash assets, and other items (specifying same):		
Cash	127,886 08	
United States Post-office Department	737 09	612 00
C. H. Cummings, Cashier	4,195 15	206,510 13
Totals	$3,208,243 97	$3,258,970 18
Credits.		
Capital stock	$1,756,000 00	$1,756,000 00
Funded debt	1,100,000 00	1,100,000 00
Other debts (specifying same):		
Current accounts	452 00	10,728 25
Interest accrued not paid	142,000 00	224,000 00
Profit and loss (profit, if any)	209,791 97	168,241 93
Totals	$3,208,243 97	$3,258,970 18

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
Balance from 1877		$209,791 97
United States Post-office Department—loss on account	$106 97	
Shops and shop supplies on inventory	21,706 23	
Operating expenses	101,062 28	
Taxes	6,081 08	
General expense	69 20	
Interest	70,270 81	
Loss in current accounts	3 60	
Earnings		157,750 13
Balance to 1879	168,241 93	
Totals	$367,542 10	$367,542 10

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Sacramento to Folsom	February 22,1856.
From Folsom to Shingle Springs	June 20, 1865.
2. Length of main line of road	Road is not completed.
3. Length of line with track laid, if road is not completed	49 miles.
5. Branches owned by the company	None.
10. Total length of road belonging to this company	49 miles.
11. Aggregate length of siding and other tracks not enumerated above	7 miles.
12. Same in California	7 miles.
13. Aggregate length of track belonging to this company computed as single track	56 miles.
14. Same in California	56 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 pounds)	5 miles.
16. Number of spans of bridges of 25 feet and upwards—60 feet, 40 feet	2
17. Number of iron bridges	0
18. Number of wooden bridges (aggregate length, 2,390 feet)	12
Bridges built within the year in California	Bridges were in course of rebuilding, but not finished in year 1878.
19. Number of crossings of highways at grade	31

26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen	31
27. Number of railroad crossings at grade, specifying each	1
(Crossing the Central Pacific Railroad at Brighton.)	
34. Total miles of road operated by this company	49
35. Total miles of road operated by this company in California	49
36. Number of stations on all roads operated by this company	18
37. Number of stations on all roads owned by this company	18
38. Same in California	18
39. Miles of telegraph on line of road operated by this company	49
40. Miles of telegraph owned by this company	0
41. Number of telegraph offices in company stations	4
42. Number of telegraph stations operated by this company	4
43. Number of telegraph stations operated jointly by railroad and telegraph companies*	3

*Do the Western Union Telegraph Company's business.

ROLLING STOCK.

	Number	Average Weight, (Pounds).	Market Value, (Estimated).
1. Locomotives	5		$31,000 00
Average weight of engines in working order		52,540	
Maximum weight of engines in working order		61,000	
2. Tenders	5		
Average weight of tenders full of fuel and water		34,820	
Maximum weight of tenders full of fuel and water		45,800	
Average joint weight of engines and tenders		87,360	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 41 feet.			
4. Total length of heaviest engine and tender over all, $49\frac{6}{12}$ feet.			
6. Passenger cars	6		12,000 00
Average weight		30,500	
Maximum weight		31,300	
7. Mail and baggage cars	2	29,000	2,500 00
8. Eight-wheel box freight cars	31	15,500	18,600 00
10. Eight-wheel platform cars	34	12,500	10,200 00
11. Four-wheel platform cars—rubble	6		240 00
12. Other cars—hand	11		880 00
13. Total market value			$75,420 00

15. Number of locomotives equipped with train brakes	None.
Kind of brake	Hand.
16. Number of cars equipped with train brakes	None.
Kind of brake	Hand.
17. Number of passenger cars with Miller platform and buffer	None.

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains—Sacramento to Folsom	14,085
2. Rate of speed of express passenger trains, including stops	20 miles per hour.
3. Rate of speed of accommodation trains, including stops	
4. Miles run by mixed trains	30,624
5. Rate of speed of express freight trains, including stops	Mixed trains 12 miles per hour.
6. Rate of speed of accommodation freight trains, including stops	
7. Miles run by other trains, and for what purpose:	
Excursion trains	954
Wood trains	1,188
8. Total train miles run	46,851
9. Total number of passengers carried—excursion, 5,660; regular, 19,777	25,437
10. Total passenger mileage, or passengers carried one mile	768,925
11. Passenger mileage to and from other roads	None.
Average number of miles traveled by each local passenger*	30¼ miles.

*All passenger traffic is local.

12. Number of tons carried (not including gravel)	35,480$\frac{1215}{2000}$
Number tons freight from other States carried	None.
Number tons freight in this State carried	35,480$\frac{1215}{2000}$
13. Total freight mileage, or tons carried one mile	1,017,030$\frac{1261}{2000}$
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents.
16. Lowest rate of fare per mile for any distance (single fare)	3 cents.
Commutation (10 fares)	4$\frac{1}{2}$ cents.
Excursions	9$\frac{1}{2}$ mills.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	4$\frac{6}{10}$ cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	4$\frac{6}{10}$ cents.
18. Average rate of fare per mile received from passengers to and from other roads	None.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	None.
20. Average rate of fare per mile for all passengers	4$\frac{6}{10}$ cents.
21. Highest rate of freight per ton per mile for any distance	15 cents.
22. Lowest rate of freight per ton per mile for any distance	3$\frac{8}{10}$ cents.
23. Average rate of local freight per ton per mile on roads operated by this company	8$\frac{35}{100}$ cents.
24. Average rate of freight per ton per mile to and from other roads	None.
25. Average rate of freight per ton per mile for all	8$\frac{35}{100}$ cents.
26. Average number of cars in passenger trains (including baggage cars)	2
27. Average number of cars in mixed trains—basis of eight-wheel (through)	8
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	167,200 pounds.
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	240,000 pounds.
30. Number of persons regularly employed by company, including officers	70
Average monthly pay of engine drivers	$100 00
Average monthly pay of passenger conductors / Average monthly pay of freight conductors — Mixed trains	100 00
Average monthly pay of baggage-masters	65 00
Average monthly pay of brakemen, flagmen, and switchmen	65 00
Average monthly pay of section men	54 00
Average monthly pay of laborers	52 00
List of accidents in California	None.

TABLE A. FUNDED DEBT.

To include all bonds payable by the company, except United States Government Bonds.

Character of.	Date.	Due.	In what money Payable—Principal and Interest.	Interest. Rate per cent.	Interest. Payable.
First mortgage of the Sacramento Valley Railroad Company	July 1, 1855	July 1, 1875	Not specified	10	January and July.
First mortgage of the Sacramento and Placerville Railroad Company	January 1, 1877	January 1, 1907	Gold	6	January and July.

Character of.	Authorized amount.	Total Issued. December 31, 1877.	Total Issued. December 31, 1878.	Accrued Interest. To December 31, 1877.	Accrued Interest. During Year.	Accrued Interest. Over-due.	Amount of Bonds Outstanding December 31, 1878.
First mortgage of the Sacramento Valley Railroad Company	$700,000	$400,000	$400,000	$100,000	$40,000	$140,000	$400,000
First mortgage of the Sacramento and Placerville Railroad Company	1,675,000	700,000	700,000	42,000	42,000	84,000	700,000

Bonds sold to December 31st, 1877:

Character of	First mortgage of the Sacramento Valley Railroad Company.
Amount of bonds	$400,000 00
Amount realized	400,000 00
Character of	First mortgage of the Sacramento and Placerville Railroad Company.
Amount of bonds	$700,000 00
Amount realized	700,000 00
Bonds redeemed	None.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line all within State.		Length of Track December 31, 1878.						
		Roadway—All Single Track.			Sidings.	Track and Sidings.		
From—	To—	Iron.	Steel.	Iron and Steel.	All Iron.	Iron.	Steel.	Iron and Steel.
Sacramento	Shingle Springs	46.50	2.50	49.00	7.00	53.50	2.50	56.00
Total on whole road, December 31st, 1878		46.50	2.50	49.00	7.00	53.50	2.50	56.00
Total on whole road, December 31st, 1877		46.50	2.50	49.00	7.00	53.50	2.50	56.00

	December 31, 1877—All within State.			December 31, 1878—All within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	107	44	4,708	107	44	4,708
Length of steel rail	5	44	220	5	44	220

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

E. W. Hopkins, Treasurer of the Sacramento and Placerville Railroad Company, and James O'B. Gunn, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed:)

E. W. HOPKINS,
JAS. O'B. GUNN.

Subscribed and sworn to before me, this 25th day of June, 1879.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

SALMON CREEK RAILROAD COMPANY.

Returns of the Salmon Creek Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Silas Coombs, President ..... Little River, Mendocino County.
David A. Vickery, Director ..... Salmon Creek, Mendocino County.
P. W. Gray, Director ..... Little River, Mendocino County.
Richard G. Coombs, Treasurer ..... Little River, Mendocino County.
M. D. Gray, Secretary ..... Little River, Mendocino County.

BUSINESS ADDRESS OF THE COMPANY.

Care L. E. White, 15 Stewart Street ..... San Francisco.

The Salmon Creek Railroad Company was incorporated April 9th, 1875.

CAPITAL STOCK.

1. Capital stock authorized by charter*	$100,000 00
3. Capital stock issued (number of shares, 315); amount paid in	15,750 00
8. Par value of shares issued	100 00

*By original articles of incorporation.

DEBT.

14. Unfunded debt: Incurred for construction, equipment, or purchase of property; All other debts, current credit balances, etc.	$103,439 17
15. Total amount of unfunded debt	$103,439 17
16. Total gross debt liabilities	$103,439 17
Expenditures charged to property account from beginning of road, not segregated	103,439 17

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use: From Salmon Creek Wharf to Salmon Creek Mill, Mendocino County	January 5, 1877.
2. Length of main line of road from Salmon Creek Wharf to Salmon Creek Mill	8.00 miles.
Length of main line in California	8.00 miles.
18. Number of wooden bridges	12
19. Number of highway crossings at grade	1
34. Total miles of road operated by this company	8.00
36. Number of stations on all roads operated by this company	2

ROLLING STOCK.

	Number.	Average Weight.
1. Locomotives	1	19,000 pounds.
10. Eight-wheel platform cars	20	3½ tons.

14. Total number of freight cars, including coal, etc., on a basis of eight wheels — 20

MILEAGE, TRAFFIC, ETC.

6. Rate of speed of accommodation freight trains, including stops	10 miles per hour.
20. Average rate of fare per mile for all passengers	Free.
21. Highest rate of freight per ton per mile for any distance	$2 per 1,000 feet of lumber for eight miles.
27. Average number of cars in freight trains—basis of eight-wheel	Varies from 1 to 20
List of accidents in California	None.

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

L. E. White, General Agent of the Salmon Creek Railroad Company, being duly sworn, deposes and says: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed:) L. E. WHITE.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD COMPANY.

Returns of the San Francisco and North Pacific Railroad Company for the year ending December 31st, 1878, under Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Col. Peter Donahue, President	San Francisco.
Michael Reese, Vice-President	San Francisco.
Edward Martin, Treasurer	San Francisco.
T. J. Bergin, Director	San Francisco.
Arthur Hughes, Director	San Francisco.
P. E. Dougherty, Secretary	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

426 Montgomery Street ..... San Francisco, California.

The San Francisco and North Pacific Railroad Company was incorporated June 29th, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below.

San Francisco and North Pacific Railroad Company, June 12th, 1872.
Sonoma and Marin Railroad Company, November 13th, 1874.
Fulton and Guerneville Railroad Company, May 23d, 1877.

CAPITAL STOCK.

1.	Capital stock authorized by charter*	$12,350,000 00
2.	Capital stock authorized by votes of company	5,000,000 00
5.	Total amount paid in as per books of the company	3,750,000 00
7.	Amount per share still due thereon	25 00
8.	Par value of shares issued	100 00
9.	Total number of stockholders	5
10.	Number of stockholders in California	5
11.	Amount of stock held in California	3,750,000 00

* By original articles of incorporation.

DEBT.

14.	Unfunded debt:		
	All other debts, current credit balances, etc.—unpaid accounts		14,082 95
15.	Total amount of unfunded debt		$14,082 95
17.	Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
	Cash on hand	$23,058 77	
	Materials and supplies on hand	17,064 10	
	Other securities and debt balances	176,707 38	
			$216,830 25

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1878.
1. Grading and masonry 2. Bridging 3. Superstructure, including rails	$3,083,897 65
11. Total cost of construction	$3,083,897 65

Equipment.

	To December 31, 1878. Cost.
12. Locomotives	$104,000 00
15. Sleeping cars	
16. Passenger cars	
Mail cars	232,779 50
Baggage cars	
17. Freight cars	
18. Total for equipment	$336,779 50

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands:	
Petaluma, $5,000 00; Donahue, $8,000 35	$13,000 35
Santa Rosa, $8,500 00; Windsor, $750 00	9,250 00
Mark West, $750 00; Healdsburg, $4,000 00	4,750 00
Cloverdale, $4,000 00; Geyserville, $750 00	4,750 00
Fulton, $700 00; Lakeville, $3,000 00	3,700 00
San Rafael and Marin County	3,616 00
San Rafael and Marin County	81 00
Total	$39,147 35
22. Other securities:	
Furniture	$6,178 88
Trucks and scales	3,214 93
Shop tools, engines, etc.	25,851 08
Total	$35,244 89
23. Steamboat property:	
James M. Donahue	$155,000 00
Hattie Fickett	16,000 00
M. S. Latham	16,000 00
Antelope	90,000 00
Launch "Ruby"	1,500 00
Total	*$278,500 00

*NOTE.—The above figures represent the cost values, but are now subject to much depreciation through wear and tear.

25. Other property purchased—buildings	$118,436 61
26. Total for property purchased, etc.	3,892,006 00
28. Property in California	All.
29. Amount of supplies and materials on hand	17,064 10
30. Cash and cash assets	199,766 15
31. Total property and assets of the company	$4,108,836 25

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	
2. Bridging	$118,463 60
3. Superstructure, including rails	
4. Land	81 00
Fences	1,778 65
5. Passenger and freight stations—buildings	268 10
13. Passenger, mail, and baggage cars	4,304 10
17. Any other expenditures charged to property account, specifying same:	
Shop tools	126 50
Furniture	422 95
Trucks and scales	25 23

REVENUE FOR THE YEAR.

1.	Derived from local passengers on roads operated by this company	$181,495 95
5.	Derived from express and extra baggage	9,000 00
6.	Derived from mails	5,980 88
7.	Total earnings from passenger department	$196,476 83
8.	Derived from local freight on roads operated by this company	$157,863 61
11.	Derived from other sources belonging to freight department (construction account)	35,351 31
12.	Total earnings from freight department	$193,214 92
13.	Derived from rents for use of road and equipment when leased—steamers	$3,545 65
14.	Total transportation earnings	$393,237 40
17.	Income derived from rent of property, other than road and equipment, specifying same—news routes, cottages, etc.	3,954 05
19.	Total income derived from all sources	$397,191 45

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1.	Taxes, State and local	$16,366 17
2.	General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	55,245 21
5.	Total	$71,611 38

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1.	Repairs of road (exclusive of bridges, new rails, and new ties)	$25,235 99
2.	Iron rails laid, deducting old rails taken up:	
	Number of miles, 0.75; weight per yard, 58 pounds	New laid.
	Number of miles, 0.75; weight per yard, 50 pounds	Old iron taken up.
4.	New ties (number, 328); cost	40 cents.
5.	Repairs of bridges	1,998 00
6.	Repairs of buildings and fixtures (stations and turn-tables)	1,597 71
7.	Repairs of and additions to machine shops and machinery	9,452 87
10.	Repairs of locomotives	See No. 7.
14.	Fuel for engines and cars:	
	Number of cords of wood { 1,597 at $3 00, $4,791 00 / 1,552 at $4 00, $6,208 00 }	10,999 00
	Total number of tons of coal, 2,341 { 1,217 tons at $8 00, $9,736 / 1,124 tons at $8 50, $9,554 / 294 loads coke at $4 50, $1,327 / 2,882 bbls. coke at $0 50, $1,441 }	22,058 00
15.	Water and water stations	3,013 88
16.	Fuel for stations and shops	564 00
17.	Oil, waste, etc.	786 50
19.	Total	$75,705 95

CLASS III.—PASSENGER TRAFFIC EXPENSES.

1.	Repairs of passenger, mail, and baggage cars	$7,416 48
3.	Damages and gratuities, passengers	111 00
4.	Salaries, wages, and incidentals of passenger trains	16,000 31
5.	Salaries, wages, and incidentals of passenger stations	18,604 48
8.	Total	$42,132 27
	Class IV.—Freight traffic expenses	See Class III, in which this is embraced.
6.	Total expenses of operating the road embraced in Classes I, II, III, and IV	$189,449 60
11.	Percentage of expenses to total transportation earnings 47.7 per cent.	
13.	Total expenses	$189,449 60

NET INCOME, DIVIDENDS, ETC.

1.	Total net income	$207,741 85
2.	Percentage of same to capital stock and net debt 5.54 per cent.	
3.	Percentage of same to total property and assets 5.06 per cent.	

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS DECEMBER 31ST, 1878.

Debits.

Cost of road	$3,083,897 65
Cost of equipment	336,779 50
Other investments	471,328 85
Supplies and materials on hand	17,064 10
Cash, cash assets, and other items (specifying same) on hand and in transit	23,058 77
Loans and bills receivable	174,148 73
Due by agents	2,558 65
Total	$4,108,836 25

Credits.

Capital stock	$3,750,000 00
Other debts (specifying same)—unpaid bills	14,082 95
Profit and loss (profit, if any)	344,753 30
Total	$4,108,836 25

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
Passenger receipts		$181,495 95
Freight receipts		157,863 61
Miscellaneous receipts		35,351 31
Express receipts		9,000 00
Postal receipts		5,980 88
Rental receipts		7,499 70
Salary of officers	$2,160 00	
Station expenses	18,604 48	
Train service	16,000 31	
Water expenses	3,013 88	
Repairs of track	25,235 99	
Repairs of engines	9,452 87	
Repairs of cars	7,416 48	
Repairs of buildings	1,597 71	
Wharf expenses and repairs	1,861 19	
Bridge expenses and repairs	1,998 00	
Repairs of shop tools	1,002 90	
Steamer expenses	46,418 35	
Stationery and printing	2,587 14	
Advertising	2,701 09	
Loss and damage	2,801 75	
Locomotive expenses	11,003 50	
Office expenses	5,635 60	
Restaurant account	967 44	
Interest and discount	1,347 90	
Miscellaneous expenses	212 58	
Repairs of steamers	10,088 27	
Taxes	16,366 17	
Legal expenses	865 00	
Personal damages	111 00	
Balance	207,741 85	
Totals	$397,191 45	$397,191 45

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

From Donahue to Santa Rosa (23 miles)	January 1, 1870.
From Santa Rosa to Windsor (9 miles)	March 1, 1871.
From Windsor to Grant's (4 miles)	April 10, 1871.
From Grant's to Healdsburg (2 miles)	July 1, 1871.
From Healdsburg to Cloverdale (18 miles)	April 15, 1872.
From Fulton to Guerneville (16 miles)	May 29, 1876.
From Petaluma to San Rafael (20 miles)	June 2, 1879.

2. Length of main line of road from Donahue to Cloverdale	56 miles.
Length of main line in California	56 miles.
Length of main line in other States	None.
3. Length of line with track laid (if road is not completed), Sonoma to Marin	20 139/5280 miles.
4 Length of double track on main line	None.
5. Branches owned by the company—names and description of, single or double track:	
Main line—San Francisco and North Pacific Railroad, 4 feet 8½ inches guage (single); 56-lb. rail	56 miles.
Branch—Fulton and Guerneville, 4 feet 8½ inches guage (single); 56-lb. rail	16 1258/5280 miles.
Sonoma and Marin, 4 feet 8½ inches guage (single); 56-lb. rail	20 139/5280 miles.
6. Total length of branches owned by the company	36 1397/5280 miles.
7. Total length of branches owned by the company, in California	36 1397/5280 miles.
8. Total length of branches owned by the company, in other States	None.
9. Length of double track on branches	None.
10. Total length of road belonging to this company	92 1397/5280 miles.
11. Aggregate length of siding and other tracks not enumerated above	8 miles.
12. Same in California	8 miles.
13. Aggregate length of track belonging to this company computed as single track, including sidings	100 1397/5280 miles.
14. Same in California	
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	None.
16. Number of spans of bridges of twenty-five feet and upwards, in California	42
18. Number of wooden bridges (aggregate length, 13,677 feet), in California	395
Bridges built within the year in California:	
Location	Guerneville.
Kind	Piling.
Material	Redwood and fir.
Length	208 feet.
When built	December, 1878.
19. Number of crossings of highways at grade in California—main line	122
Sonoma and Marin	6
20. Number of crossings of highways over railroad in California—Sonoma and Marin	1
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	122
Private or farm crossings having gates	168

ROLLING STOCK.

	Number.	Average Weight, (Pounds).
1. Locomotives	8	
Average weight of engines in working order		90,000
Maximum weight of engines in working order		94,500
2. Tenders	8	
Average weight of tenders full of fuel and water		37,500
Maximum weight of tenders full of fuel and water		40,000
Average joint weight of engines and tenders		92,500
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 42 3/12 feet.		
4. Total length of heaviest engine and tender over all, 53 feet.		
6. Passenger cars	9	
Average weight		34,700
Maximum weight		36,500
7. Mail and baggage cars	3	
8. Eight-wheel box freight cars	40	
10. Eight-wheel platform cars	100	
12. Other cars—caboose, hand, and push	28	
Gravel	30	

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	140
15. Number of locomotives equipped with train brakes	4
Kind of brake	Westinghouse air.
16. Number of cars equipped with train brakes	12
Kind of brake	Westinghouse air.
17. Number of passenger cars with Miller platform and buffer	12

MILEAGE, TRAFFIC, ETC.

1.	Miles run by passenger trains	211,505
2.	Rate of speed of express passenger trains, including stops	25 miles per hour.
3.	Rate of speed of accommodation trains, including stops	20 miles per hour.
4.	Miles run by freight trains	333,135
5.	Rate of speed of express freight trains, including stops	18 miles per hour.
6.	Rate of speed of accommodation freight trains, including stops	15 miles per hour.
7.	Miles run by other trains, and for what purpose:	
	Pioneers	500
	Relief of yellow fever sufferers South	
9.	Total number of passengers carried	91,589
	Number of through passengers going towards San Francisco	None.
	Number of through passengers going in contrary direction	
	Number of local passengers going towards San Francisco	45,482
	Number of local passengers going in contrary direction	46,107
10.	Total passenger mileage, or passengers carried one mile	4,742,495
11.	Passenger mileage to and from other roads	None.
	Average number of miles traveled by each local passenger	51
	Average number of miles traveled by each through passenger	None.
12.	Number of tons carried (not including gravel)	73,697
14.	Freight mileage to and from other roads	None.
15.	Highest rate of fare per mile for any distance (excluding one mile)	10 cents.
16.	Lowest rate of fare per mile for any distance (single fare)	2.85 cents.
17.	Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	3.91 cents.
18.	Average rate of fare per mile received from passengers to and from other roads	None.
19.	Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	
20.	Average rate of fare per mile for all passengers	3.91 cents.
21.	Highest rate of freight per ton per mile for any distance	15 cents.
22.	Lowest rate of freight per ton per mile for any distance	5.67 cents.
24.	Average rate of freight per ton per mile to and from other roads	No connection with other roads.
25.	Average rate of freight per ton per mile for all	Have no means of knowing.
26.	Average number of cars in passenger trains (including baggage cars)	4
27.	Average number of cars in freight trains—basis of eight-wheel	18
28.	Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	230,700 pounds.
29.	Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	427,500 pounds.
30.	Number of persons regularly employed by company, including officers	160
	Average monthly pay of employés, other than officers	$70 00
	Average monthly pay of engine drivers	102 50
	Average monthly pay of passenger conductors	93 33
	Average monthly pay of freight conductors	90 00
	Average monthly pay of baggage-masters	65 00
	Average monthly pay of brakemen, flagmen, and switchmen	60 00
	Average monthly pay of section men (foreman)	60 00
	Average monthly pay of mechanics in shops	90 00
	Average monthly pay of laborers and section men	47 25
	(Month of 27 working days.)	

LIST OF ACCIDENTS IN CALIFORNIA.

From his own misconduct or carelessness, in California—other than passengers and employés—killed	1

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

On the evening of the 16th of December, 1878, Thomas McHale borrowed our carpenter's hand-car to go to Guerneville, to visit a sick sister that was reported to be lying on the point of death. McHale took his wife, baby, son, and daughter; to assist him to work the car, he took T. Gray, R. Peterson, and T. Gott. At the Laguna siding, four miles from Fulton Station, struck a flat car, killing McHale's son almost instantly. They left Fulton about 6 P. M., and returned at 7:10 P. M. Age of boy, 9 years. An inquest was held at Fulton. Verdict, accidental death. No blame attached to the company or its employés.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line and Branches.	From—	To—	Length of Track December 31, 1878.		
			Roadway—All Single Track.	Sidings.	Track and Sidings.
			All Iron.	All Iron.	All Iron.
Main line all within State	Donahue	Cloverdale	56.00	6.1494	62.1494
Fulton and Guerneville branch	Fulton	Guerneville	16.2383	1.0000	17.2383
Sonoma and Marin branch	Petaluma	San Rafael	20.0246	0.3996	20.4242
Total on whole road, December 31st, 1878			92.2629	7.5490	99.8119
Total on whole road, December 31st, 1877			91.9000	----------	----------
Total constructed during year, all within State			0.3629	----------	----------

	December 31, 1877—All within State.			December 31, 1878—All within State.		
	Length in Miles.	Average Weight per Mile,(Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile,(Tons).	Total Weight, (Tons).
Length of iron rail	184.50	44	8,118	199.6238	44	8,783

Total length of iron rail laid during the year	3,836 feet.
Total length of iron rail taken up during the year	2,310 feet.
Renewal of ties—number	322

STATE OF CALIFORNIA,
County of San Francisco, } ss.

Peter Donahue, President of the San Francisco and North Pacific Railroad Company, and Arthur Hughes, General Manager of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing forty-four pages or sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed): P. DONAHUE, President.
ARTHUR HUGHES, General Manager.

Subscribed and sworn to before me, this 10th day of July, 1879.

JOHN HAMILL, Notary Public.

SAN PABLO AND TULARE RAILROAD COMPANY.

Returns of the San Pablo and Tulare Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, Director, President	San Francisco.
Charles Crocker, Director, Vice-President	San Francisco.
E. W. Hopkins, Director, Treasurer	San Francisco.
E. H. Miller, Jr., Director	San Francisco.
W. V. Huntington, Director	San Francisco.
J. O'B. Gunn, Secretary	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

San Francisco ..... California.

The San Pablo and Tulare Railroad Company was incorporated July 19th, 1871.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$3,750,000 00
2. Capital stock authorized by votes of company		3,750,000 00
3. Capital stock issued		None.
4. Capital stock paid in on shares not issued (number of shares, 1,503)		15,030 00
5. Total amount paid in as per books of the company		15,030 00
8. Par value of shares issued		None issued.
9. Total number of stockholders	14	
10. Number of stockholders in California	13	
11. Amount of stock held in California		1,026 shares.

* By original articles of incorporation.

DEBT.

12. Funded debt		None.
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$2,791,080 00
All other debts, current credit balances, etc.		1,499 65
15. Total amount of unfunded debt		$2,792,579 65
16. Total gross debt liabilities		$2,792,579 65
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$15,030 00	
Other securities and debt balances	54,475 80	
		69,505 80
18. Total net debt liabilities		$2,723,073 85
20. Amount of claims against the company which for any reason have not been entered upon the books		Interest upon indebtedness in part.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction:*	
To December 31st, 1877	$472,288 96
To December 31st, 1878	2,791,080 00
Equipment	No equipment.
27. Whole amount of permanent investments	$2,791,080 00
28. Property in California	2,791,080 00
30. Cash and cash assets	69,505 80
31. Total property and assets of the company	$2,860,585 80

* Contracted for as a whole.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	
2. Bridging	
3. Superstructure, including rails	
4. Land	
Land damages	
Fences	$2,318,791 04
5. Passenger and freight stations	
Wood sheds and water stations	
6. Engine houses, car sheds, and turn-tables	
7. Machine shops	
8. Engineering, agencies, salaries, and other expenses during construction	
15. Purchase of other roads, specifying what	None purchased.
19. Total	$2,318,791 04
20. Net addition to property account for the year	2,318,791 04

REVENUE FOR THE YEAR.

13. Derived from rents for use of road and equipment when leased:	
Leased to Northern Railway Company	$55,821 60
19. Total income derived from all sources	$55,821 60

(Operated jointly with road of Northern Railway Company, lessee.)

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	$1,695 80
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	1,149 65
13. Total expenses	$2,845 45

Class II.—Maintenance of way and buildings, and movement expenses.
Classes III and IV.—Passenger and freight traffic expenses.

The company leases its road and has no operating expenses at command.

NET INCOME, DIVIDENDS, ETC.

1. Total net income	$52,976 15
2. Percentage of same to capital stock and net debt	1.90 per cent.
3. Percentage of same to total property and assets	1.85 per cent.
4. Interest accrued during the year:	
On funded debt	None.
On other debt	Not settled.
5. Dividends declared for the year	None.
7. Balance for the year, or surplus	52,976 15
8. Surplus at commencement of year	0 00
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	0 00
9. Surplus at commencement of the year, as changed by aforesaid entries	0 00
10. Total surplus, December 31st, 1878	52,976 15

Earnings, expenses, net earnings, etc., of passenger and freight departments: (The company does not operate its own road and has not this information at its command.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of road	$472,288 96	$2,791,080 00
Cash, cash assets, and other items (specifying same):		
Stockholders	135,270 00	135,270 00
Sundry debts	----------	54,475 80
Cash	----------	15,030 00
Totals	$607,558 96	$2,995,855 80
Credits.		
Capital stock	$150,300 00	$150,300 00
Other debts (specifying same):		
Contractors, for construction	457,258 96	2,791,080 00
Sundry creditors	----------	1,499 65
Profit and loss (profit, if any)	----------	52,976 15
Totals	$607,558 96	$2,995,855 80

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
Rental earnings	----------	$55,821 60
Taxes	$1,695 80	----------
General expenses	1,149 65	----------
Balance to 1879	52,976 15	----------
Totals	$55,821 60	$55,821 60

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use: From Tracy to Martinez	September 8,1878.
2. Length of main line of road	Not completed.
3. Length of line with track laid, if road is not completed	46.5180 miles.
4. Length of double track on main line	None.
5. Branches owned by the company	None.
10. Total length of road belonging to this company	46.5180 miles.
11. Aggregate length of siding and other tracks not enumerated above	8.4073 miles.
12. Same in California	8.4073 miles.
13. Aggregate length of track belonging to this company computed as single track	54.9253 miles.
14. Same in California	54.9253 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail (weight per yard, 50 pounds)	97.7932 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California	2
18. Number of wooden bridges (aggregate length, 5,930 feet), in California	80

BRIDGES BUILT WITHIN THE YEAR IN CALIFORNIA.

Location.	Kind.	Material.	Length, (Feet).	When Built.
Pacheco Slough	Draw	Wood	104	Completed June 30, 1878.
Between Antioch and Martinez	Trestle	Wood	4,144	January to June, 1878.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1.	Grading and masonry	
2.	Bridging	
3.	Superstructure, including rails	
4.	Land	
	Land damages	
	Fences	$2,318,791 04
5.	Passenger and freight stations	
	Wood sheds and water stations	
6.	Engine houses, car sheds, and turn-tables	
7.	Machine shops	
8.	Engineering, agencies, salaries, and other expenses during construction	
15.	Purchase of other roads, specifying what	None purchased.
19.	Total	$2,318,791 04
20.	Net addition to property account for the year	2,318,791 04

REVENUE FOR THE YEAR.

13.	Derived from rents for use of road and equipment when leased:	
	Leased to Northern Railway Company	$55,821 60
19.	Total income derived from all sources	$55,821 60
	(Operated jointly with road of Northern Railway Company, lessee.)	

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1.	Taxes, State and local	$1,695 80
2.	General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	1,149 65
13.	Total expenses	$2,845 45

Class II.—Maintenance of way and buildings, and movement expenses.
Classes III and IV.—Passenger and freight traffic expenses.

The company leases its road and has no operating expenses at command.

NET INCOME, DIVIDENDS, ETC.

1.	Total net income	$52,976 15
2.	Percentage of same to capital stock and net debt	1.90 per cent.
3.	Percentage of same to total property and assets	1.85 per cent.
4.	Interest accrued during the year:	
	On funded debt	None.
	On other debt	Not settled.
5.	Dividends declared for the year	None.
7.	Balance for the year, or surplus	52,976 15
8.	Surplus at commencement of year	0 00
	Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	0 00
9.	Surplus at commencement of the year, as changed by aforesaid entries	0 00
10.	Total surplus, December 31st, 1878	52,976 15

Earnings, expenses, net earnings, etc., of passenger and freight departments: (The company does not operate its own road and has not this information at its command.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of road	$472,288 96	$2,791,080 00
Cash, cash assets, and other items (specifying same):		
Stockholders	135,270 00	135,270 00
Sundry debts	----------	54,475 80
Cash	----------	15,030 00
Totals	$607,558 96	$2,995,855 80
Credits.		
Capital stock	$150,300 00	$150,300 00
Other debts (specifying same):		
Contractors, for construction	457,258 96	2,791,080 00
Sundry creditors	----------	1,499 65
Profit and loss (profit, if any)	----------	52,976 15
Totals	$607,558 96	$2,995,855 80

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
Rental earnings	----------	$55,821 60
Taxes	$1,695 80	----------
General expenses	1,149 65	----------
Balance to 1879	52,976 15	----------
Totals	$55,821 60	$55,821 60

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use: From Tracy to Martinez	September 8, 1878.
2. Length of main line of road	Not completed.
3. Length of line with track laid, if road is not completed	46.5180 miles.
4. Length of double track on main line	None.
5. Branches owned by the company	None.
10. Total length of road belonging to this company	46.5180 miles.
11. Aggregate length of siding and other tracks not enumerated above	8.4073 miles.
12. Same in California	8.4073 miles.
13. Aggregate length of track belonging to this company computed as single track	54.9253 miles.
14. Same in California	54.9253 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail (weight per yard, 50 pounds)	97.7932 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California	2
18. Number of wooden bridges (aggregate length, 5,930 feet), in California	80

BRIDGES BUILT WITHIN THE YEAR IN CALIFORNIA.

Location.	Kind.	Material.	Length, (Feet).	When Built.
Pacheco Slough	Draw	Wood	104	Completed June 30, 1878.
Between Antioch and Martinez	Trestle	Wood	4,144	January to June, 1878.

19. Number of crossings of highways at grade, in California	33
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	33
27. Number of railroad crossings at grade (Central Pacific Railroad at Tracy.)	1
29. Number of railroad crossings under other railroads, specifying each (Pittsburg Railroad, 18½ feet in clear.) (Black Diamond Railroad, 19 feet in clear.) (Empire Railroad, 19 2/12 feet in clear.)	3
34. Total miles of road operated by this company	The company does not operate its own road.
35. Total miles of road operated by this company in California	
36. Number of stations on all roads operated by this company	
37. Number of stations on all roads owned by this company	8
38. Same in California	8
40. Miles of telegraph owned by this company	46½
41. Number of telegraph offices in company stations	8
Rolling stock	The company has no rolling stock.
Mileage, traffic, accidents, etc.	The company does not operate the road, and has not the data for this information.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line—All within State.		Length of Track December 31, 1878.							
		Length of Roadway—All Single Track.			Reduced to Single Track.				
					Sidings.		Track and Sidings.		
From—	To—	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
Tracy	Junction with Northern Railway		46.5180	46.5180	6.0287	2.3786	6.0287	48.8966	54.9253
Total on whole road, December 31st, 1878			46.5180	46.5180	6.0287	2.3786	6.0287	48.8966	54.9253
Total on whole road, December 31st, 1877		0.1111	28.1663	28.2774	2.1157	1.4191	2.2268	29.5854	31.8122
Total (all within the State) constructed during year			18.3517	18.2406	3.9130	0.9595	3.8019	19.3112	23.1131
Total (all within the State) reduction made during year		0.1111							

	December 31, 1877—All within State.			December 31, 1878—All within State.		
	Length in Miles.	Average Weight per Mile,(Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile,(Tons).	Total Weight, (Tons).
Length of iron rail	4.4536	44.0000	195.9584	12.0574	44.0000	530.5256
Length of steel rail	59.1708	39.2857	2,324.5663	97.7932	39.2857	3,841.8743
Total length of iron rail laid during the year				7.6038	44.0000	334.5672
Total length of steel rail laid during the year				38.6224	39.2857	1,517.3080
Total length of iron rail replaced by steel rail during the year				0.2222	44.0000	9.7768
Of the iron rail, the length of old iron relaid was				7.6038	44.0000	334.5672

TABLE E.

Lands or property, including right of way donated by States, counties, towns, corporations, or individuals, stating in detail the amount of land granted for right of way, for stations, for shops, for store-houses, etc.: (Right of way and depot grounds furnished to the company by contractors under agreement; part of contract price.)

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Charles Crocker, Vice-President of the San Pablo and Tulare Railroad Company, and James O'B. Gunn, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day December, 1878.

(Signed): CHARLES CROCKER,
JAS. O'B. GUNN.

Subscribed and sworn to before me, this 24th day of June, 1879.

CHARLES J. TORBERT.
Notary Public in and for the City and County of San Francisco, State of California.

SOUTH BAY RAILROAD AND LAND COMPANY.

Returns of the South Bay Railroad and Land Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Calvin Paige ..... President.
John Kentfield ..... Treasurer.
Chas. Nelson ..... Secretary.

BUSINESS ADDRESS OF THE COMPANY.

Pier No. 9, Stewart Street, San Francisco ..... California.

The South Bay Railroad and Land Company was incorporated April 23d, 1875.

CAPITAL STOCK.

1.	Capital stock authorized by charter*	$300,000 00
5.	Total amount paid in as per books of the company	$35,000 and 2,600 acres of land.

*By original articles of incorporation.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11.	Total cost of construction and equipment to December 31st, 1878	$65,000 00
28.	Property in California	The whole.

DESCRIPTION OF ROAD.

1.	Date when the road or portions thereof were opened for public use: From timber to tide-water, Humboldt County, California	September, 1875.
2.	Length of main line of road from timber to tide-water	4½ miles.
18.	Number of wooden bridges	1
19.	Number of highway crossings at grade	3
34.	Total miles of road operated by the company	4½

ROLLING STOCK.

1.	Locomotives	1
	Average weight of engines in working order	16 tons.
10.	Eight-wheel platform cars	3
11.	Four-wheel platform cars	8
14.	Total number of freight cars, including coal, etc., on a basis of eight wheels	7
	Mileage, traffic, etc.	Road run in connection with lumber mill.

STATE OF CALIFORNIA, }
County of San Francisco, } ss.

Charles Nelson, Secretary of the South Bay Railroad and Land Company, being duly sworn, deposes and says: that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed): CHARLES NELSON, Secretary.

Subscribed and sworn to before me, this 22d day of July, 1879.

SAMUEL S. MURFEE, Notary Public.

NOTE.—This Railroad is a private company, and the only business done is transporting logs, from the woods to mills at tide-water, belonging to this same company.

SOUTHERN PACIFIC RAILROAD COMPANY.

Returns of the Southern Pacific Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Chas. Crocker, Director	San Francisco.
H. M. Newhall, Director	San Francisco.
N. T. Smith, Director	San Francisco.
Chas. F. Crocker, Director	San Francisco.
Chas. Mayne, Director	San Francisco.
W. V. Huntington, Director	San Francisco.
J. L. Willcutt, Director	Oakland.
Chas. Crocker, President	San Francisco.
Chas. F. Crocker, Vice-President	San Francisco.
N. T. Smith, Treasurer	San Francisco.
J. L. Willcutt, Secretary	Oakland.
Geo. E. Gray, Chief Engineer	San Francisco.
A. C. Bassett, Superintendent	San Francisco.
Jerome Madden, Land Agent	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Southern Pacific Railroad Company ..... San Francisco, California.

The Southern Pacific Railroad Company was incorporated December 18th, 1874, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

1		2		3	
Names of Railroad Companies.	Dates of Incorporation.	Names of Railroad Companies.	Dates of Incorporation.	Names of Railroad Companies.	Dates of Incorporation.
Southern Pacific Railroad Company	Aug. 19, 1873	Southern Pacific Railroad Company	Oct. 12, 1870	San Francisco and San José Railroad Company	Aug. 18, 1860.
				Southern Pacific Railroad Company	Dec. 2, 1865.
				Santa Clara and Pajaro Valley Railroad Company	Jan. 2, 1868.
				California Southern Railroad Company	Jan. 22, 1870.
Los Angeles and San Pedro Railroad Company	Feb. 18, 1868.	Southern Pacific Branch Railroad Company	Dec. 23, 1872.		

CAPITAL STOCK.

1. Capital stock authorized by charter*		$30,000,000 00
2. Capital stock authorized by votes of company		90,000,000 00
3. Capital stock issued (number of shares, 364,770); amount paid in		36,477,000 00
4. Capital stock paid in on shares not issued (number of shares, 16,450)		286,900 00
5. Total amount paid in as per books of the company		36,763,900 00
7. Amount per share still due thereon { $80 per share on 12,240 shares; $90 per share on 4,210 shares }		82 55 2/10
8. Par value of shares issued		100 00
9. Total number of stockholders	33	
10. Number of stockholders in California	28	
11. Amount of stock held in California		31,299,100 00

*By original articles of incorporation.

DEBT.

12. Funded debt, as follows:		
Bonds		$29,186,000 00
Interest paid on $29,300,000 00 during year	$1,758,000 00	
Certificates of indebtedness		None.
13. Total amount of funded debt		$29,186,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$1,332,328 81
All other debt, current credit balances, etc.		286,381 98
15. Total amount of unfunded debt		$1,618,710 79
16. Total gross debt liabilities		$30,804,710 79
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$76,275 42	
Materials and supplies on hand	95,998 77	
Sinking funds	0 00	
Other securities and debt balances	59,785 29	
		232,059 48
18. Total net debt liabilities		$30,572,651 31

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1877.	To December 31, 1878.
4. Land, including depot grounds	$64,101,474 89	$64,051,982 07
5. Passenger and freight stations and water stations	626,938 64	656,980 49
6. Engine houses, car sheds (turn-tables included in track)	105,176 40	96,824 51
7. Machine shops, including machinery and tools	132,148 73	129,460 65
9. Engineering agencies, salaries, and other expenses during construction*		
11. Total cost of construction	$64,965,738 66	$64,935,247 72

*Included in contract for construction of road.

Equipment.

	Number	To December 31, 1877. Cost.	Number	To December 31, 1878. Cost.
12. Locomotives	43	$533,127 32	46	$560,127 32
14. Parlor cars	1	9,250 00	2	14,933 30
16. Passenger cars	68	280,000 00	67	276,485 31
Mail cars			2	6,000 00
Baggage cars	10	35,000 00	8	29,050 00
17. Freight cars	949	869,500 00	949	862,439 17
Other cars	191	25,377 94	207	30,995 66
18. Total for equipment		$1,752,250 26		$1,780,030 76

PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.

25. Other property purchased: (Office and station furniture, telegraph instruments, and wharf and ship-yard at Wilmington, partly acquired by consolidation and partly under contract for construction of road.)	
27. Whole amount of permanent investments	$66,715,278 48
28. Property in California	66,715,278 48
29. Amount of supplies and materials on hand	95,998 77
30. Cash and cash assets	136,060 71
31. Total property and assets of the company	66,947,337 96

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry		
2. Bridging		
3. Superstructure, including rails		$16,232 93
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		30,041 85
Wood-sheds and water stations		
6. Engine houses, car sheds, (turn-tables included in track)		*8,351 89
7. Machine shops, machinery, and tools		*2,688 08
8. Engineering, agencies, salaries, and other expenses during construction		Included in contract for construction of road.
9. Locomotives (number, add 3)		27,000 00
11. Parlor cars (number, add 1)		5,683 30
13. Passenger, mail, and baggage cars (number, off 1)		*3,464 69
14. Freight and other cars (number, add 16)		*1,443 11
18. Total		$63,010 31
19. Property sold and credited to property account during the year, specifying same:		
Water-craft and equipments	$61,300 75	
Marin railway and derricks	2,825 00	
Donkey engines	1,600 00	
		65,725 75
20. Net deduction from property account for the year		2,715 44

*Reduction.

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company		$430,878 29
2. Derived from passengers from and to other roads, over roads operated by this company		47,046 65
5. Derived from express (extra baggage included in Number 8, below)		17,515 79
6. Derived from mails		10,175 19
7. Total earnings from passenger department		$505,615 92
8. Derived from local freight on roads operated by this company		$468,305 25
10. Derived from freight from and to other roads on joint tariff		2,957 47
12. Total earnings from freight department		$471,262 72
13. Derived from rents for use of road and equipment when leased		$3,313,200 00
14. Total transportation earnings		$4,290,078 64
15. Earnings per mile of road operated (Northern Division, 160 $\frac{89}{100}$ miles)	$6,071 71	
16. Earnings per train mile (total passenger and freight, 394,069 miles including mixed trains)	2 48	
17. Income derived from rent of property, other than road and equipment, specifying same:		
Rent of buildings	$3,520 98	
Rent of ground	4,558 37	
		8,079 35
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same:		
Storage	$5,723 05	
Miscellaneous	20,205 54	
Telegraph	3,000 00	
		28,928 59
19. Total income derived from all sources		$4,327,086 58

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local (Northern Division)		$27,724 47
2. General salaries, office expenses, miscellaneous, not embraced in Classes III and IV:		
General accounts, embracing salaries of general officers, general office expenses, legal expenses, etc.		34,400 00
Expense of superintendence		5,048 85
Station service	Less Class III, $6,296 73 Less Class IV, 22,125 29	37,935 72
Train service		65,722 61
Office expense		34,251 37
Stationery and printing		6,677 27
Advertising		4,829 97
Repairs of tools		4,941 09
Miscellaneous expense		861 46
Locomotive service—labor (not included in Class II, questions 14 and 17)		50,514 62
5. Total		$272,907 43
6. Proportion belonging to passenger department*—51.76 per cent.		$141,236 89
7. Proportion belonging to freight department*—48.24 per cent.		131,670 54

*Computed in gross receipts from passenger and freight departments.

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1. Repairs of road (exclusive of bridges, new rails, and new ties)		$94,282 77
2. Iron rails laid, deducting old rails taken up		None.
3. Steel rails laid (number of miles, 22.83; weight per yard, 50 pounds) Old iron taken up (number of miles, 22.83; weight per yard, 56 pounds)		97,473 39
5. Repair of bridges		12,643 83
6. Repairs of buildings and fixtures (stations and turn-tables) 7. Repairs of and additions to machine shops and machinery		6,550 87
8. Repairs of fences, road crossings, and signs		1,918 39
10. Repairs of locomotives		25,381 87
14. Fuel for engines:*		
Number of cords of wood, 761½; cost		4,770 56
Number of tons of coal, 11,703; cost		67,039 72
15. Water and water stations		7,064 47
16. Fuel for stations and shops†		
17. Oil and waste (41,992 pints oil; 6,864 pounds waste)		3,403 38
19. Total		$320,529 25
20. Proportion of same to passenger department‡—51.76 per cent.		$165,905 94
21. Proportion of same to freight department‡—48.24 per cent.		154,623 31

*Fuel for cars included in train service, Class I, question 2.
†Fuel for stations included in station service, Class I, question 2. Fuel for shops distributed to all shop accounts.
‡Computed on gross receipts from passenger and freight departments.

CLASS III.—PASSENGER TRAFFIC EXPENSES.

1. Repairs of passenger, mail, and baggage cars		$18,731 34
3. Damages and gratuities, passengers		229 21
4. Salaries, wages, and incidentals of passenger trains		See train service, Class I.
Mail service		983 41
5. Salaries, wages, and incidentals of passenger stations		See station service, Class I.
San Francisco Stations "B" and Valencia Street, and San José Ticket and Fourth Street Stations		6,296 73
8. Total		$26,240 69

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

1. Repairs of freight cars		$20,989 25
3. Damages and gratuities, freight		1,348 50
4. Salaries, wages, and incidentals of freight trains		See train service, Class I, question 2.
San Francisco and San José freight station		$32,125 29

8. Total		$54,463 04
9. Total expenses of operating the road embraced in Classes I, II, III, and IV		$674,140 41
10. Per train mile; total passenger and freight (394,069 train miles)		1 71
11. Percentage of expenses to total transportation earnings (160.89 miles)	69.1 per cent.	
12. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed:		
Allowance, account of expense of leased road, 50 per cent. of total charge ($240 in excess, is old bills, when road was operated by this company, paid and charged back)		$1,656,840 00
Taxes, State and local (Southern Division, leased road)		104,659 09
General accounts, embracing salaries of general officers, general office expenses, legal expenses, etc. (Southern Division, leased road)		110,472 76
13. Total expenses		$2,546,112 26

NET INCOME, DIVIDENDS, ETC.

4. Interest accrued during the year:		
On funded debt		$1,758,000 00
On other debt		112,237 70
Total		$1,870,237 70
5. Dividends declared for the year		None.
7. Balance for the year, or deficit		24,926 94
8. Deficit at commencement of the year	$596,345 89	
Deduct entries made in profit and loss account during the year, not included in the foregoing statement	64,336 44	
9. Deficit at commencement of the year, as changed by aforesaid entries		532,009 45
10. Total deficit, December 31st, 1878		621,272 83

EARNINGS, EXPENSES, NET EARNINGS, ETC.. OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department as per "Revenue for the Year," No. 7	$505,615 92
2. Per passenger train mile (239,619 includes one-half of mixed trains mileage)	2 11
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	141,236 89
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 20	165,905 94
5. Expenses "Passenger Traffic," as per Class III, No. 8	26,240 69
6. Total expenses	333,383 52
7. Per passenger train mile	1 39
8. Net earnings	172,232 40
9. Per passenger train mile	72

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	$471,262 72
2. Per freight train mile (134,449 includes one-half of mixed trains mileage)	3 50
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	131,670 54
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	154,623 31
5. Expenses, "Freight Traffic," as per Class IV, No. 8	54,463 04
6. Total expenses	340,756 89
7. Per freight train mile	2 53
8. Net earnings	130,505 83
9. Per freight train mile	97

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of road	$64,965,738 66	$64,935,247 72
Cost of equipments	1,752,255 26	1,780,030 76
Supplies and materials on hand	86,490 56	95,998 77
Cash, cash assets, and other items (specifying same):		
Cash	48,793 60	76,275 42
Current accounts	9,918 39	20,459 97
Other accounts	8,357 15	39,325 32
Profit and loss (loss, if any)	596,345 89	621,272 83
Totals	$67,467,899 51	$67,568,610 79
Credits.		
Capital stock	$36,763,900 00	$36,763,900 00
Funded debt	29,300,000 00	29,186,000 00
Other debts (specifying same):		
Western Development Company	1,027,695 13	922,918 81
Land Trust Fund, and stumpage	213,707 97	237,307 86
Due for interest—coupons not presented	119,250 00	409,410 00
Current accounts	41,865 61	49,074 12
Other accounts	1,480 80	
Totals	$67,467,899 51	$67,568,610 79

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
To balance	$596,345 89	
To profit and loss accounts, and ledger subsequently credited to miscellaneous earnings	15,287 06	
To operating expenses	2,171,382 55	
To renewal of track	97,473 39	
To general expense	106,159 87	
To legal expense	38,712 89	
To taxes	131,359 16	
To street assessments	1,024 40	
To interest	112,237 70	
To interest on bonds	1,758,000 00	
To other accounts	34,376 50	
By road earnings		$4,327,086 58
By Trustees' trust mortgage bonds		99,750 00
By discount on bonds and stock		14,250 00
By balance		621,272 83
Totals	$5,062,359 41	$5,062,359 41
To balance brought down	621,272 83	

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

From San Francisco to Menlo Park	October 17, 1863.
To San José	January 16, 1864.
To Perry's	January 11, 1869.
To Gilroy	March 13, 1869.
To Pajaro	Nov. 27, 1871.
To Salinas	Nov. 1, 1872.
To Soledad	August 12, 1873.
From Carnadero to Hollister	July 31, 1870.
To Tres Pinos	August 12, 1873.
From Goshen to Huron	February 1, 1877.

	From Goshen to Tipton	July 25, 1872.
	To Delano	July 14, 1873.
	To ten miles south of Lerdo	August 1, 1874.
	To Sumner	October 26, 1874.
	To Caliente	April 26, 1875.
	To Keene's	May 26, 1876.
	To Mojave	August 9, 1876.
	To Tunnel	Sept. 6, 1876.
	From Tunnel to San Fernando	January 1, 1876.
	From San Fernando to Los Angeles	April 15, 1874.
	From Los Angeles to Spadra	April 15, 1874.
	To Colton	July 16, 1875.
	To Indio	May 29, 1876.
	To Dos Palmas	March 8, 1876.
	To Pilot Knob	April 29, 1877.
	To Colorado River	May 23, 1877.
	From Los Angeles to Wilmington	October 26, 1869.
2.	Length of main line of road from San Francisco to State line, near Yuma	712.05 miles.
	Length of main line in California	712.05 miles.
10.	Total length of road belonging to this company	712.05 miles.
11.	Aggregate length of siding and other tracks not enumerated above	50.73 miles.
12.	Same in California	50.73 miles.
13.	Aggregate length of track belonging to this company computed as single track	762.78 miles.
14.	Same in California	762.78 miles.
15.	Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 pounds)	384.19 miles.
16.	Number of spans of bridges of twenty-five feet and upwards in California	46
18.	Number of wooden bridges (aggregate length, 3,038 feet) in California	21
	Bridges built within the year in California	None.
19.	Number of crossings of highways at grade in California	390
20.	Number of crossings of highways over railroad in California	2
23.	Number of highway bridges less than eighteen feet above track in California	2
24.	Number of highway crossings at which gates or flagmen are maintained in California	2
26.	Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	388
27.	Number of railroad crossings at grade	1
	(At Santa Clara, over South Pacific Coast Railroad.)	
34.	Total miles of road operated by this company	*160.89
35.	Total miles of road operated by this company in California	160.89
36.	Number of stations on all roads operated by this company	57
37.	Number of stations on all roads owned by this company	122
38.	Same in California	122
39.	Miles of telegraph on line of road operated by this company	160.89
40.	Miles of telegraph owned by this company	712.05
41.	Number of telegraph offices in company stations	42
42.	Number of telegraph stations operated by this company	22
43.	Number of telegraph stations operated jointly by railroad and telegraph companies	42

* EXPLANATION.—The Northern Division of the road, which is operated by this company, extends from San Francisco to Soledad ..... 142.89 miles.
Carnadero to Tres Pinos ..... 18.00 miles.

160.89 miles.

The Southern Divisions, which are leased to and operated by the Central Pacific Railroad Company, extend from Huron to Colorado River ..... 551.16 miles.

Total ..... 712.05 miles.

ROLLING STOCK.

	Number.	Average Weight, (Tons of 2,000 Pounds).
1. Locomotives	46	31.5
Maximum weight of engines in working order		38.2
2. Tenders	45	
Average weight of tenders full of fuel and water		22.7
Maximum weight of tenders full of fuel and water		27.7
Average joint weight of engines and tenders		54.6
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 45 feet.		
4. Total length of heaviest engine and tender over all, 53 6/12 feet.		
6. Passenger cars	63	
Average weight		18.2
Maximum weight		27.9
7. Mail and baggage cars	15	15.7
8. Eight-wheel box freight cars	581	9.8
10. Eight-wheel platform cars	348	2.2
13. Total market value *		

* In the absence of any demand for rolling stock, there is no basis upon which the market value can be determined.

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	929
15. Number of locomotives equipped with train brakes	22
Kind of brake	Westinghouse air.
16. Number of cars equipped with train brakes	64
Kind of brake	Westinghouse air.
17. Number of passenger cars with Miller platform and buffer	63

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	237,350
2. Rate of speed of express passenger trains, including stops, (partly express)	25 miles per hour.
3. Rate of speed of accommodation trains, including stops	20 miles per hour.
4. Miles run by freight trains	112,480
5. Rate of speed of express freight trains, including stops, (partly express)	12½ miles per hour.
6. Rate of speed of accommodation freight trains, including stops	8 miles per hour.
7. Miles run by other trains, and for what purpose:	
Mixed freight and passenger trains	44,538
Gravel trains	5,745
Pay trains	3,867
8. Total train miles run	403,680
9. Total number of passengers carried	423,917
Number of through passengers going towards San Francisco	None.
Number of through passengers going in contrary direction	
Number of local passengers going towards San Francisco	209,932½
Number of local passengers going in contrary direction	213,984½
10. Total passenger mileage, or passengers carried one mile	13,805,098
11. Passenger mileage to and from other roads	1,180,710
Average number of miles traveled by each local passenger	32.57
Average number of miles traveled by each through passenger	None.
Average number of miles traveled by each passenger, through and local	32.57
12. Number of tons carried (not including gravel)	185,402 367/2000
Number of tons freight, produced in this State, carried	185,402 367/2000
Number of tons of each class of freight, produced in this State, carried:	
Asphaltum	637,400 pounds.
Brick	2,378,600 pounds.
Charcoal	150,000 pounds.
Coal	12,886,579 pounds.
Fence posts	47 cars.
Flour	4,751,751 pounds.
Fruit	9,522,234 pounds.
Grain	96,726,859 pounds.
Hay	2,474 cars.
Lime	1,634,501 pounds.
Lumber	8,040,094 feet.
Milk	7,387,515 pounds.

Pickets	97 cars.
Quicksilver	2,450,209 pounds.
Shingles	5,461 thousands.
Stock	1,843 cars.
Tan bark	35 cars.
Vegetables	10,481,532 pounds.
Wood	391 cars.
Wool	2,383,868 pounds.
Merchandise not enumerated	92,441,151 pounds.
13. Total freight mileage, or tons carried one mile (commercial)	11,495,146 $\frac{1432}{2656}$
14. Freight mileage to and from other roads	Included in No. 13.
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents maximum.
16. Lowest rate of fare per mile for any distance (single fare)	2.70 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	3.84 cents.
18. Average rate of fare per mile received from passengers to and from other roads	4.00 cents.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	0.77 cents.
20. Average rate of fare per mile for all passengers	3.47 cents.
21. Highest rate of freight per ton per mile for any distance	15 cents maximum.
22. Lowest rate of freight per ton per mile for any distance	2.25 cents.
23. Average rate of local freight per ton per mile on roads operated by this company	4.086 cents.
24. Average rate of freight per ton per mile to and from other roads	See No. 23.
25. Average rate of freight per ton per mile for all	
26. Average number of cars in passenger trains (including baggage cars)	4 $\frac{55}{100}$
27. Average number of cars in freight trains—basis of eight-wheel	18 $\frac{14}{100}$
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	261,568 pounds.
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	449,714 pounds.
30. Number of persons regularly employed by company, including officers	232
Average monthly pay of employés, other than officers,	General office, $114 50.
Average monthly pay of engine drivers	$3 50, $3 75, and $4 25 per day.
Average monthly pay of engine firemen	$2 00 and $2 50 per day.
Average monthly pay of passenger conductors	$100 and $110
Average monthly pay of freight conductors	$85 and $100
Average monthly pay of baggage-masters	$75 00
Average monthly pay of Brakemen	65 00
Average monthly pay of Flagmen	60 00
Average monthly pay of Switchmen	65 00
Average monthly pay of section men: Foremen	$65 00 and $75 00
Average monthly pay of section men: Laborers	$1 75 per day.
Average monthly pay of mechanics in shops	28 cents to 36 cents per hour.
Average monthly pay of laborers	20 cents to 22½ cents per hour.
Average monthly pay of agents	$42 50 to $135 00 per month.
Average monthly pay of engine wipers	20 cents per hour.

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip): Season tickets issued only between San Francisco and stations south to San José, inclusive	See No. 4.
2. Passengers to San Francisco (including season)	166,796
3. Passengers from San Francisco (including season)	169,110½
4. Season ticket passengers to and from San Francisco (one round trip daily)	61,958

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control—in California.		From their own misconduct or carelessness — in California.		Total—in California.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers						
Employés	1		1	4	2	4
Others			1	3	1	3
Totals	1		2	7	3	7

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

On Northern Division for the year 1878:

July 3d—At San Francisco; William Riley, brakeman; hand hurt, coupling cars.

July 5th—Near San Miguel; J. W. Martin, brakeman; bruised about head; struck by overhead bridge.

August 14th—At Salinas; Jay Badgley, brakeman; hand hurt, coupling cars.

August 28th—Near Castro; Chung Chee, Chinese laborer; killed; derailment of work train.

September 2d—At San Francisco; Patrick Clark, car driver; cut about the head; street car struck on crossing.

September 4th—At San Francisco; George Buring; boy; foot crushed; stealing ride between freight cars.

September 4th—At San Mateo; H. W. Jackson, brakeman; killed; jumped from freight train while switching.

September 9th—At San José; A. F. Mann, brakeman; hand hurt, coupling cars.

October 19th—At San Francisco; unknown man; killed; run over by engine backing; supposed suicide.

October 27th—At Fair Oaks; Charles George; foot cut off; stealing ride; jumped off train while in motion.

TABLE A. FUNDED DEBT.

To include all bonds payable by the company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what money Payable—Interest and Principal.	Interest. Rate.	Interest. Payable.	Authorized Amount.	Total Issued. December 31, 1877.	Total Issued. December 31, 1878.	Accrued Interest. During Year	Accrued Interest. Over-due.	Amount of Bonds Outstanding December 31, 1878.
First mortgage	A	April 1, 1875	April 1, 1905	Gold	6	Oct. 1 and April 1	$15,000,000	$15,000,000	$15,000,000	$887,400	$273,210	$14,790,000
First mortgage	B	Oct. 1, 1875	Oct. 1, 1905	Gold	6	April 1 and Oct. 1	5,000,000	5,000,000	5,000,000	299.400	32,700	4,990,000
First mortgage	C	Oct. 1. 1876	Oct. 1, 1906	Gold	6	April 1 and Oct. 1	5,000,000	5,000,000	5,000,000	300,000	60,000	4,886,000
First mortgage	D	Oct. 1, 1876	Oct. 1, 1906	Gold	6	April 1 and Oct. 1	5,000,000	4,520,000	4,520,000	271,200	43,500	4,520,000

Bonds redeemed to December 31st, 1877:

First mortgage, Series A—	
Amount	$210,000 00
Cost	189,000 00
Discount	21,000 00
First mortgage, Series B—	
Amount	10,000 00
Cost	9,000 00
Discount	1,000 00

During year ending December 31st, 1878:

First mortgage, Series C—	
Amount	114,000 00
Cost	99,750 00
Discount	14,250 00

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line and Branches.	From—	To—	Length of Track December 31, 1878.							
			Length of Roadway—All Single Track.			Sidings.		Track and Sidings.		
			Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
Northern Division	San Francisco	Tres Pinos and Soledad	116.90	44.09	160.89	22.59		139.89	44.09	183.48
Goshen Division	Huron	Goshen		40.30	40.30		1.31		41.61	41.61
Tulare Division	Goshen	Mojave	96.86	44.81	141.66	5.79	4.42	102.64	49.23	151.87
Los Angeles Division	Mojave	Los Angeles	20.53	78.59	99.12	1.89	3.35	22.42	81.94	104.36
Yuma Division	Los Angeles	State line, near Yuma	85.64	162.19	247.83	3.77	5.13	89.41	167.32	256.73
Wilmington Division	Los Angeles	Wilmington	22.25		22.25	2.48		24.73		24.73
Total on whole road, December 31st, 1878			342.07	369 96	712.05	36.52	14.21	378.59	384.19	762.78
Total on whole road, December 31st, 1877			364.90	347.15	712.05	34.23	14.21	399.13	361.36	760.49
Total constructed during year—all within State				22.83		2.29			22.83	2.29
Total reduction made during year—all within State			22.83					20.54		

	December 31, 1877—All within State.			December 31, 1878—All within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	796.26	44	35,123.44	757.18	44	33,315.92
Length of steel rail	722.72	39 2-7	28,392.57	768.38	39 2-7	30,186 35
Total length of iron rail laid during the year				4.58	44	201.52
Total length of iron rail taken up during the year				45.66	44	2,009.04
Total length of steel rail laid during the year				45.66	39 2-7	1,793.79
Total length of iron rail replaced by steel rail during the year				45.66	44	2,009.04
Of the iron rail, the length of old iron relaid was				4.58	44	201.52

TABLE E.

Other aids or grants from the United States, States, counties, corporations, or individuals. Lands granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.	Number of Acres.			Estimated Value.	
			Total.	Less Reserved by Government.	Net Total.	Per Acre.	Total.
Southern Pacific Railroad	12,800	942	12,057,600	1,518,933	10,538,667	$2 50	$26,346,667 50

Lands or property including right of way donated by States, counties, towns, corporations, or individuals, stating in detail the amount of land granted for right of way, for stations, for shops, for store-houses, etc.

By whom Donated.	Description of Property.	Assessed Value.	Proceeds, if Sold.
State of California	One-half interest in 60 acres of land at Mission Bay, San Francisco, with improvements	$286,345 00	
City of Los Angeles	15 acres in the City of Los Angeles	10,450 00	

NOTE.—Right of way included in contract for construction of road. No donations of lands or property other than the foregoing have ever been made to the company, except occasionally for rights of way, etc. Generally the right of way, lands for stations, etc., have been procured by the contractors, under their contracts.

TABLE F. SALES OF LANDS GRANTED BY UNITED STATES GOVERNMENT.

Total sales and accrued interest in currency and coin.

	Acres Sold.	Average Price.	Amount.		
			Principal.	Interest Accrued.	Total.
Lands sold prior to December 31st, 1877	253,444.28	$3 21 5356/10000	$814,913 60	$108,793 17	$923,706 77
Timber and stumpage prior to December 31st, 1877			1,036 75		1,036 75
Total to December 31st, 1877	253,444.28		$815,950 35	$108,793 17	$924,743 52
Lands sold since December 31st, 1877	21,437.99	$7 44 6658/10000	159,641 38	50,276 84	209,918 22
Timber and stumpage since December 31st, 1877			35 00		35 00
Total to December 31st, 1878	274,882.27	$3 54 5356/10000	$975,626 73	$159,070 01	$1,134,696 74
During year	21,437.99	$7 44 6658/10000	$159,641 38	$50,276 84	$209,953 22
Stumpage			35 00		

Amounts paid and due on sales above stated—currency and coin.

	Amount Due.			Amount Paid.		
	Principal.	Accrued Interest.	Total.	Principal.	Interest.	Total.
To December 31st, 1877	$416,508 62	$5,837 60	$422,346 22	$398,404 98	$102,955 57	$502,397 30
Stumpage				1,036 75		
To December 31st, 1878	487,789 43	17,425 46	505,214 89	486,765 55	141,644 55	629,481 85
Stumpage				1,071 75		
During year	$71,280 81	$11,587 86	$82,868 67	$88,360 57	$38,688 98	$127,084 55
Stumpage				35 00		

TABLE F—Continued.

Net cash receipts in coin, deducting discount on currency and expenses.

	Coin.	Less Expenses.	Net Coin Receipts.
To December 31st, 1877	$509,322 63	$97,614 66	$411,707 97
To December 31st, 1878	647,885 27	113,147 41	534,737 86
During year	$138,562 64	$15,532 75	$123,029 89

Application of amount placed in hands of Trustees for redemption of bonds (to be stated in coin).

	Bonds Redeemed.			Total Received by Trustees.	Balance on Hand.	Discount or Premium on Bonds Redeemed.
	Number.	Amount.	Cost.			
To December 31st, 1877	220	$220,000 00	$198,000 00	$411,707 97	$213,707 97	$22,000 00
During year	114	114,000 00	99,750 00	123,029 89	23,379 80	14,250 00
Totals	334	$334,000 00	$297,750 00	[b] $534,737 86	$236,987 86	$36,250 00
Cash from sales not placed in hands of Trustees				[c] 0 00		
Total net receipts as above stated (a)=(b+c)				$534,737 86		

Patents received to December 31st, 1877—number of acres	980,717.50
Patents received to December 31st, 1878—number of acres	980,757.50
Number of purchasers to December 31st, 1878	677
Average number of acres sold to each	406.02 $\frac{8241}{10000}$

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Charles Crocker, President of the Southern Pacific Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed): CHARLES CROCKER,
J. L. WILLCUTT.

Subscribed and sworn to before me, this 26th day of June, 1879.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

STOCKTON AND COPPEROPOLIS RAILROAD COMPANY.

Returns of the Stockton and Copperopolis Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, Director, President	San Francisco.
Charles F. Crocker, Director, Vice-President	San Francisco.
E. W. Hopkins, Director, Treasurer	San Francisco.
E. H. Miller, Jr., Director	San Francisco.
W. V. Huntington, Director	San Francisco.
J. O'B. Gunn, Secretary	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

San Francisco ..... California.

The Stockton and Copperopolis Railroad Company was incorporated November 17th, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Stockton and Copperopolis Railroad Company, October 11, 1865.
Stockton and Visalia Railroad Company, December 16, 1869.

CAPITAL STOCK.

1.	Capital stock authorized by charter*	$7,000,000 00
2.	Capital stock authorized by votes of company	7,000,000 00
3.	Capital stock issued (number of shares, 2,345); amount paid in	234,500 00
4.	Capital stock paid in on shares not issued	None.
5.	Total amount paid in as per books of the company	234,500 00
6.	Amount of capital stock issued but not full paid	None.
8.	Par value of shares issued	100 00
9.	Total number of stockholders 12	
10.	Number of stockholders in California 11	
11.	Amount of stock held in California	158,500 00

*By original articles of incorporation.

DEBT.

12.	Funded debt as follows:		
	Bonds		$500,000 00
	Interest paid on same during year	$25,000 00	
	Certificates of indebtedness		None.
13.	Total amount of funded debt		$500,000 00
14.	Unfunded debt—all other debts, current credit balances, etc.		$221,691 64
15.	Total amount of unfunded debt		$221,691 64
16.	Total gross debt liabilities		$721,691 64
17.	Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		0 00
18.	Total net debt liabilities		$721,691 64

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11.	Total cost of construction: *	
	To December 31st, 1877	$734,500 00
	To December 31st, 1878	733,025 00

Equipment.

12.	Locomotives:	
	To December 31st, 1877	3
	To December 31st, 1878	3
16.	Passenger cars:	
	To December 31st, 1877	4
	To December 31st, 1878	3

*The accounts had never been segregated.

Baggage cars:	
To December 31st, 1877	1
To December 31st, 1878	1
17. Freight cars:	
To December 31st, 1877	45
To December 31st, 1878	45
18. Total for equipment †	

† The cost is included in "construction," and was never segregated.

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

26. Total for property purchased, etc.	$0 00
27. Whole amount of permanent investments	733,025 00
28. Property in California	733,025 00
29. Amount of supplies and materials on hand 30. Cash and cash assets	0 00
31. Total property and assets of the company	733,025 00

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

17. Any other expenditures charged to property account, specifying same—purchase of right of way	$325 00
18. Total	$325 00
19. Property sold and credited to property account during the year, specifying same—one second class coach	1,800 00
20. Net reduction of property account for the year (credit)	1,475 00

REVENUE FOR THE YEAR.

12. Total earnings from passenger and freight departments	Inure to Central Pacific Railroad Company, lessees.
13. Derived from rents for use of road and equipment when leased	$25,000 00
Derived from rents, excess earnings over and above all expenses, and bond interest for year, as reported by lessees	18,798 13
19. Total income derived from all sources	$43,798 13
(Under lease to and operated by Central Pacific Railroad Company as part of their system.)	

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	Paid by lessees.
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV—General expenses	$13 50
Class II—Maintenance of way and movement expenses Classes III and IV—Passenger and freight traffic expenses	Operated under lease to Central Pacific Railroad Company.
13. Total expenses	$13 50

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$43,784 63
2. Percentage of same to capital stock and net debt	4.57 per cent.	
3. Percentage of same to total property and assets	5.97 per cent.	
4. Interest accrued during the year:		
On funded debt	$25,000 00	
On other debt	22,053 87	
Total		47,053 87
5. Dividends declared for the year		None.
6. Date of last dividend declared		None.
7. Balance for the year, deficit		3,269 24
8. Deficit at commencement of the year	$219,897 40	
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	0 00	
9. Deficit at commencement of the year, as changed by aforesaid entries		219,897 40

10. Total deficit December 31st, 1878 ..... 223,166 64

Earnings, expenses, net earnings, etc., of passenger and freight departments—Operated by Central Pacific Railroad Company as part of their system.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of road	$734,500 00	$733,025 00
Cost of equipment		
Profit and loss (loss, if any)	219,897 40	223,166 64
Totals	$954,397 40	$956,191 64
Credits.		
Capital stock	$234,500 00	$234,500 00
Funded debt	500,000 00	500,000 00
Other debts (specifying same)—current accounts	219,897 40	221,691 64
Totals	$954,397 40	$956,191 64

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
Balance from 1877	$219,897 40	
Rental		$43,798 13
Interest	47,053 87	
General expense	13 50	
Balance to 1879		223,166 64
Totals	$266,964 77	$266,964 77

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:
   From Stockton to Milton and Oakdale ..... February, 1871.
2. Length of main line of road ..... Road is not completed.
3. Length of line with track laid, if road is not completed ..... 32.6596 miles.
4. Length of double track on main line ..... None.
5. Branches owned by the company 1
   (Names and description of; single or double track):
   Branch from Peters to Milton (single track) ..... 11.9928 miles.
6. Total length of branches owned by the company ..... 11.9928 miles.
7. Total length of branches owned by the company in California ..... 11.9928 miles.
8. Total length of branches owned by the company in other States ..... None.
9. Length of double track on branches ..... None.
10. Total length of road belonging to this company ..... 44.6524 miles.
11. Aggregate length of sidings and other tracks not enumerated above ..... 3.0634 miles.
12. Same in California ..... 3.0634 miles.
13. Aggregate length of track belonging to this company computed as single track ..... 47.7158 miles.
14. Same in California ..... 47.7158 miles.
15. Total lengths of steel rail in track belonging to this company, not including steel top rail ..... None.
16. Number of spans of bridges of twenty-five feet and upwards in California 4
18. Number of wooden bridges (aggregate length, 4,271 feet) in California 54
    Bridges built within the year in California ..... None.
19. Number of crossings of highways at grade in California 39
21. Number of crossings of highways under railroad in California 2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California 41

27. Number of railroad crossings at grade	1
(Crossing Central Pacific Railroad at Stockton.)	
34. Total miles of road operated by this company	Operated by Central Pacific Railroad Company under lease.
35. Total miles of road operated by this company in California	
36. Number of stations on all roads operated by this company	
37. Number of stations on all roads owned by this company	12
38. Same in California	12
40. Miles of telegraph owned by this company	None.
41. Number of telegraph offices in company stations	5

ROLLING STOCK.

	Number.	Average Weight, (Pounds).	Market Value.
1. Locomotives	3		
Average weight of engines in working order		48,233	
Maximum weight of engines in working order		60,000	
2. Tenders	3		$24,000 00
Average weight of tenders full of fuel and water		25,000	
Maximum weight of tenders full of fuel and water		30,000	
Average joint weight of engines and tenders		73,233	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender 41 6/12 feet.			
4. Total length of heaviest engine and tender over all, 49 6/12 feet.			
6. Passenger cars	3		
Average weight		31,800	14,000 00
Maximum weight		31,800	
7. Mail and baggage cars	1	32,000	2,000 00
8. Eight-wheel box freight cars	4	18,000	3,200 00
10. Eight-wheel platform cars	41	13,500	28,700 00
13. Total market value			$71,900 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	45
15. Number of locomotives equipped with train brakes	None.
16. Number of cars equipped with train brakes	
17. Number of passenger cars with Miller platform and buffer	
Mileage, traffic, etc.	Operated as part of their system by the Central Pacific Railroad Company, under lease.
List of accidents in California	Reported by lessees.

TABLE A. FUNDED DEBT. TO INCLUDE ALL BONDS PAYABLE BY THE COMPANY, EXCEPT UNITED STATES GOVERNMENT BONDS.

Character of	First mortgage.
Date	January 1, 1875.
Due	January 1, 1905.
In what money payable—interest and principal	Gold.
Interest:	
Rate	5 per cent.
Payable	January and July.
Authorized amount	$500,000 00
Total issued:	
December 31st, 1877	500,000 00
December 31st, 1878	500,000 00
Accrued interest—during year	25,000 00
Amount of bonds outstanding December 31st, 1878	500,000 00
First mortgage bonds:	
Amount of bonds sold to December 31st, 1877	500,000 00
Amount realized	500,000 00
Amount of bonds redeemed to December 31st, 1878	None.

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line and Branches.	From—	To—	Length of Track and Sidings December 31, 1878.		
			Roadway—All Single.	Sidings.	Track and Sidings.
			All Iron.	All Iron.	All Iron.
Main line—all within State	Stockton	Oakdale	32.6596	2.7788	35.4384
Branch	Peters	Milton	11.9928	0.2846	12.2774
Total on whole road, December 31st, 1878			44.6524	3.0634	47.7158
Total on whole road, December 31st, 1877			44.6524	3.0861	47.7385
Total reduction made during year, all within State			----------	0.2227	0.2227

	December 31, 1877—All within State.			December 31, 1878—All within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons.)	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	95.4770	39.2857	3,750.8807	95.4316	39.2857	3,749.0972
Total length of iron rail taken up during the year				0.0454	39.2857	1.7835

TABLE D.

Grants or donations, in bonds or money, from States, counties, towns, corporations, or individuals, not repayable by company: (None. There is no entry in the books showing that any donations were made to the company. The contract for building the road stipulated that if any grants were made they should become the property of the contractor, and further, on this contract, authorizes him to receive them. By common report it is known that the City of Stockton made such a grant, but no information is afforded by which entries can be made in the company's books.)

TABLE E.

Other aids or grants, from the United States, States, counties, corporations, or individuals; lands granted by the United States Government: (March 4th, 1867, an Act of Congress was passed giving to this company public lands to the extent of about 256,000 acres; June 15th, 1874, an Act was approved restoring said lands to the public domain; the company did not make any sales of these lands, nor did they derive any benefits from the grant.)

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Charles F. Crocker, Vice-President of the Stockton and Copperopolis Railroad Company, and James O'B. Gunn, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed): CHAS. F. CROCKER,
JAS. O'B. GUNN.

Subscribed and sworn to before me, this 24th day of June, 1879.

CHAS. J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of Californnia.

TERMINAL RAILWAY COMPANY.

Returns of the Terminal Railway Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, Director, President	San Francisco.
C. P. Huntington, Director, Vice-President	New York.
E. W. Hopkins, Director, Treasurer	San Francisco.
Charles Crocker, Director	San Francisco.
E. H. Miller, Jr., Director	San Francisco.
W. E. Brown, Director	San Francisco.
Robert Robinson, Director	San Francisco.
J. O'B. Gunn, Secretary	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

San Francisco ..... California.

The Terminal Railway Company was incorporated January 30th, 1867.

CAPITAL STOCK.

1.	Capital stock authorized by charter *	$4,000,000 00
2.	Capital stock authorized by votes of company	4,000,000 00
3.	Capital stock issued (number of shares, 275); amount paid in	27,500 00
4.	Capital stock paid in on shares not issued	None.
5.	Total amount paid in as per books of the company	27,500 00
6.	Amount of capital stock issued but not full paid	None.
7.	Amount per share still due thereon	
8.	Par value of shares issued	100 00
9.	Total number of stockholders 8	
10.	Number of stockholders in California 7	
11.	Amount of stock held in California	20,700 00

* By original articles of incorporation.

DEBT.

12.	Funded debt	None.
14.	Unfunded debt—all other debts, current credit balances, etc.	$2,928 17
15.	Total amount of unfunded debt	$2,928 17
16.	Total gross debt liabilities	$2,928 17
17.	Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets	0 00
18.	Total net debt liabilities	$2,928 17

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

9.	Engineering—office and general expenses:	
	To December 31st, 1877	$30,420 67
	To December 31st, 1878	30,428 17
11.	Total cost of construction:	
	To December 31st, 1877	30,420 67
	To December 31st, 1878	30,428 17
	Equipment	None.
	Expenditures charged to property account during the year	None.
	Revenue for the year	

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

2.	General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	$7 50
13.	Total expenses	$7 50

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Profit and loss (loss, if any)	$30,420 67	$30,428 17
Totals	$30,420 67	$30,428 17
Credits.		
Capital stock	$27,500 00	$27,500 00
Other debts (specifying same):		
Balances—current accounts	2,920 67	2,928 17
Totals	$30,420 67	$30,428 17

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
Balance from 1877	$30,420 67	
Office and general expenses	7 50	
Balance to 1879		$30,428 17
Totals	$30,428 17	$30,428 17

Description of road.....There has been no road constructed.

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

E. W. Hopkins, Treasurer of the Terminal Railway Company, and James O'B. Gunn, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed:)

E. W. HOPKINS,
JAS. O'B. GUNN.

Subscribed and sworn to before me, this 25th day of June, 1879.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

VACA VALLEY AND CLEAR LAKE RAILROAD COMPANY.

Returns of the Vaca Valley and Clear Lake Railroad Company, for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

A. M. Stevenson, Director, President	Vacaville, California.
G. B. Stevenson, Director, General Superintendent	Vacaville, California.
J. Donaldson, Director	Vacaville, California.
J. O'B. Gunn, Director, Treasurer	San Francisco, California.
Leland Stanford, Director	San Francisco, California.
W. T. Stevenson, Ticket Agent	Vacaville, California.
Geo. A. Stone, Secretary	Vacaville, California.

BUSINESS ADDRESS OF THE COMPANY.

Vaca Valley and Clear Lake Railroad Company ..... Vacaville, California.

The Vaca Valley and Clear Lake Railroad Company was incorporated February 19th, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Vaca Valley Railroad Company, unincorporated.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$1,000,000 00
2. Capital stock authorized by votes of company		500,000 00
3. Capital stock issued (number of shares, 5,000); amount paid in (ten per cent.)		50,000 00
5. Total amount paid in as per books of the company		50,000 00
6. Amount of capital stock issued but not full paid		500,000 00
7. Amount per share still due thereon		90 00
8. Par value of shares issued		100 00
9. Total number of stockholders	5	
10. Number of stockholders in California	5	
11. Amount of stock held in California		All.

*Original articles of incorporation.

DEBT.

12. Funded debt as follows:		
Bonds (mortgage)		$115,000 00
Interest paid on same during year	10 per cent.	
13. Total amount of funded debt		$115,000 00
14. Unfunded debt—notes and accounts		218,820 92
15. Total amount of unfunded debt		$333,820 92
16. Total gross debt liabilities		$333,820 92
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$1,167 58	
Materials and supplies on hand	525 00	
Other securities and debt balances	3,593 98	
		5,286 56

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1877.	To December 31, 1878.
Purchased the road of the Vaca Valley Railroad Company when operated between Elmira and Winters; paid them	$250,000 00	$250,000 00
Since purchase we have extended to Madison	92,518 75	96,719 13
11. Total cost of construction		$346,719 13

Equipment.

	Number—	To December 31, 1877. Cost.	Number—	To December 31, 1878. Cost.
12. Locomotives	2	$15,000 00	2	$15,000 00
16. Passenger cars	3	18,000 00	3	18,000 00
Baggage cars	1	3,000 00	1	3,000 00
17. Freight cars	15	10,000 00	15	10,000 00
18. Total for equipment	------	$46,000 00	------	$46,000 00

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNT.

19. Lands:	
Town lots in Winters, Yolo County (estimated)	$8,000 00
Town lots in Madison, Yolo County (estimated)	10,000 00
Total	$18,000 00

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

19. Property sold and credited to property account during the year, specifying same:	
Town lots in Madison	$2,237 00
Town lots in Winters	292 00
Total	$2,529 00

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$7,920 45
2. Derived from passengers from and to other roads, over roads operated by this company	37 00
5. Derived from express and extra baggage	979 82
6. Derived from mails	1,384 90
7. Total earnings from passenger department	$10,322 17
8. Derived from local freight on roads operated by this company	$46,573 71
9. Derived from other roads as tolls or for use of freight cars*	427 00
12. Total earnings from freight department	$47,000 71
14. Total transportation earnings	$57,322 88
15. Earnings per mile of road operated	$1,910 00
18. Income derived from all sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same—Town lots sold in Madison and Winters	2,529 00
19. Total income derived from all sources	$59,851 88

*Balance of account. There was paid to other roads $961 00. See Class IV, No. 7.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	$1,565 65
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Advertising	11 00
Accidents	3 00
Interest account	10,825 14
Office expenses, etc.	3,348 38
3. Insurance premiums and losses by fire, and damages for fires set by engines	235 09
5. Total	$15,988 26
6. Proportion belonging to passenger department*	900 00
7. Proportion belonging to freight department*	15,088 26

*Computed on gross receipts from passenger and freight departments.

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1.	Repairs of road (exclusive of bridges, new rails, and new ties)	$6,202 94
10.	Repairs of locomotives	1,585 07
14.	Fuel for engines and cars—number of cords of wood, 774; cost	3,872 77
17.	Oil and waste	494 70
19.	Total	$12,155 48
20.	Proportion of same to passenger department*	3,052 00
21.	Proportion of same to freight department*	9,103 48

* Computed on gross receipts from passenger and freight departments.

CLASS III.—PASSENGER TRAFFIC EXPENSES.

4.	Salaries, wages, and incidentals of passenger trains	$3,300 00
8.	Total	$3,300 00

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

4.	Salaries, wages, and incidentals of freight trains	$3,300 00
7.	Amount paid other roads for balance of mileage of freight cars*	961 00
8.	Total	$4,261 00
9.	Total expenses of operating the road embraced in Classes I, II, III, and IV	$35,704 74
10.	Per train mile (total passenger and freight) $1,151 76	
13.	Total expenses	$35,704 74

* See note to No. 9, "Revenue for the Year," page 404.

NET INCOME, DIVIDENDS, ETC.

4.	Interest accrued during the year: On funded debt—mortgage; On other debt	$13,800 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1.	Total earnings from Passenger Department as per "Revenue for the Year," No. 7	$10,322 17
3.	Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	900 00
4.	Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 20	3,052 00
5.	Expenses, "Passenger Traffic," as per Class III, No. 8	3,300 00
6.	Total expenses	7,252 00
8.	Net earnings	705 45

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1.	Total earnings from Freight Department, as per "Revenue for the Year," No. 12	$47,000 71
3.	Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	15,088 26
4.	Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	9,103 48
5.	Expenses, "Freight Traffic," as per Class IV, No. 8	4,261 00
6.	Total expenses	28,452 74
8.	Net earnings	18,547 97

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

Debits.

Cost of road	$346,719 13
Cost of equipment	46,000 00
Supplies and materials on hand	525 00
Cash, cash assets, and other items (specifying same)	1,167 58
Notes receivable	2,275 77
Book accounts	1,318 21
Amount due on stock issued	450,000 00
Town lots, Madison and Winters	18,000 00
Total	$866,005 69

Credits.

Capital stock	$500,000 00
Debts (specifying same):	
Mortgage	115,000 00
Book accounts	3,720 61
Notes payable	215,100 31
Profit and loss (profit, if any)	32,184 77
Total	$866,005 69

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
Taxes	$1,565 65	
Advertising	11 00	
Accident account	3 00	
Interest	10,825 14	
Expense	3,348 38	
Oil and waste	494 70	
Repairs	1,585 07	
Labor	12,802 94	
Wood	3,872 77	
Fire	235 09	
Town of Madison		$2,237 00
Town of Winters		292 00
Mail service		1,384 90
Express service		979 82
Passenger earnings		7,957 45
Freight earnings		47,000 71
Balance	25,108 14	
Totals	$59,851 88	$59,851 88

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Elmira to Vacaville	June 25, 1869.
From Vacaville to Winters	August 26, 1875.
From Winters to Madison	May 1, 1877.
2. Length of main line of road from Elmira to Madison	29 miles.
Length of main line in California	29 miles.
4. Length of double track on main line	None.
5. Branches owned by the company	None.
11. Aggregate length of siding and other tracks not enumerated above	2 miles.
12. Same in California	2 miles.
13. Aggregate length of track belonging to this company computed as single track	31 miles.
14. Same in California	31 miles.
15. Total length of steel rail in tracks belonging to this company, not including steel top rail	None.
16. Number of spans of bridges of twenty-five feet and upwards in California	4
18. Number of wooden bridges, (aggregate length, 66 feet), in California	18
19. Number of crossings of highways at grade, in California	20
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	20
34. Total miles of road operated by this company	31
35. Total miles of road operated by this company in California	31
36. Number of stations on all roads operated by this company	6
37. Number of stations on all roads owned by this company	6
38. Same in California	6
39. Miles of telegraph on line of road operated by this company	31
41. Number of telegraph offices in company stations	4
42. Number of telegraph stations operated by this company	4
43. Number of telegraph stations operated jointly by railroad and telegraph companies	2

ROLLING STOCK.

	Number.	Average Weight, (Tons).	Market Value.
1. Locomotives (20 and 28 tons)	2		$12,000 00
Average weight of engines in working order		24	
Maximum weight of engines in working order		28	
2. Tenders	2		
6. Passenger cars	3		14,000 00
7. Mail and baggage cars	1		2,500 00
8. Eight-wheel box freight cars	5		4,000 00
10. Eight-wheel platform cars	10		5,000 00
13. Total market value			$37,500 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	15
15. Number of locomotives equipped with train brakes	2
Kind of brake	Hand.
16. Number of cars equipped with train brakes	19
Kind of brake	Hand.
17. Number of cars with Miller platform and buffer	3

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	120 miles daily.
2. Rate of speed of express passenger trains, including stops	15 miles per hour.
3. Rate of speed of accommodation trains, including stops	15 miles per hour.
4. Miles run by freight trains	120 miles daily.
5. Rate of speed of express freight trains, including stops	15 miles per hour.
6. Rate of speed of accommodation freight trains, including stops	15 miles per hour.
9. Total number of passengers carried	About 14,720
Number of local passengers going towards Elmira	4,615
Number of local passengers going in contrary direction	4,500
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents.
16. Lowest rate of fare per mile for any distance (single fare)	5 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	8 cents.
20. Average rate of fare per mile for all passengers	8 cents.
21. Highest rate of freight per ton per mile for any distance	20 cents.
22. Lowest rate of freight per ton per mile for any distance	4¼ cents.
23. Average rate of local freight per ton per mile on roads operated by this company	7 cents.
24. Average rate of freight per ton per mile to and from other roads	7 cents.
25. Average rate of freight per ton per mile for all	7 cents.
26. Average number of cars in passenger trains (including baggage cars)	2
30. Number of persons regularly employed by company, including officers	20
Average monthly pay of employés, other than officers	$63 00
Average monthly pay of engine drivers	100 00
Average monthly pay of passenger conductors	100 00
Average monthly pay of freight conductors	65 00
Average monthly pay of baggage-masters	50 00
Average monthly pay of section men	50 00
Average monthly pay of laborers	50 00

RELATING TO PASSENGERS.

2. Passengers to San Francisco (including season)	Did not sell San Francisco tickets in 1878.
3. Passengers from San Francisco (including season)	

List of accidents in California—from their own misconduct or carelessness:

Other than passenger or employé—injured	1

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

René Willot, Frenchman, was walking across track at Madison while intoxicated, the night of October 16th, 1878. He was struck by a flat car, knocked down, and received a slight scalp wound.

TABLE A. FUNDED DEBT. TO INCLUDE ALL BONDS PAYABLE BY THE COMPANY, EXCEPT UNITED STATES GOVERNMENT BONDS.

(A plain mortgage on whole road of $115,000 00.)	
In what money payable—interest and principal	Gold.
Interest:	
Rate	10 per cent.
Payable	Monthly.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS, (SINGLE AND DOUBLE,) OWNED BY THE COMPANY.

Main line—all within State	From Elmira to Madison.
Length of track December 31st, 1878:	
Roadway, all single track—all iron	29.00
Sidings—all iron	2.00
Track and sidings—all iron	31.00
Total on whole road, December 31st, 1878:	
Roadway, all single track—all iron	29.00
Sidings—all iron	2.00
Track and sidings—all iron	31.00
Total on whole road, December 31st, 1877:	
Roadway, all single track—all iron	29.00
Sidings—all iron	2.00
Track and sidings—all iron	31.00
Length of iron rail, all within State, December 31st, 1877:	
Length in miles	62
Average weight per mile—tons	37.50
Total weight—tons*	2,325
Length of iron rail, all within State, December 31st, 1878:	
Length in miles	62
Average weight per mile—tons	37.50
Total weight—tons*	2,325

*Estimated.

STATE OF CALIFORNIA, County of Solano, } ss.

A. M. Stevenson, President of the Vaca Valley and Clear Lake Railroad Company, and Geo. A. Stone, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed): A. M. STEVENSON, President.
GEO. A. STONE, Secretary.

Subscribed and sworn to before me, this 18th day of July, 1879.

HENRY B. AMMONS, Notary Public.

VISALIA RAILROAD COMPANY.

Returns of the Visalia Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

R. E. Hyde, President, Director ..... Visalia.
E. Jacob, Vice-President, Director ..... Visalia.
Solomon Sweet, Secretary, Director ..... Visalia.
John Cuttler, Director ..... Visalia.
James Fisher, Director ..... Visalia.
J. J. Mack, Treasurer, Director ..... Visalia.

BUSINESS ADDRESS OF THE COMPANY.

Visalia ..... Tulare County, California.

The Visalia Railroad Company was incorporated May 21st, 1874.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$100,000 00
2. Capital stock authorized by votes of company		100,000 00
3. Capital stock issued, amount paid in		82,025 00
5. Total amount paid in as per books of the company		82,025 00
8. Par value of shares issued		100 00
9. Total number of stockholders	95	
10. Number of stockholders in California	95	

*By original articles of incorporation.

DEBT.

12. Funded debt	None.
15. Total amount of unfunded debt	$979 75
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets: Materials and supplies on hand	350 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction to December 31st, 1878 (See report of 1876.)	$81,916 20
18. Total for equipment to December 31st, 1878*	3,195 36

*This amount represents what was expended for equipment during year ending December 31, 1878, only.

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands	Depot lands on which situated.
To December 31st, 1878	$3,000 00

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

13. Passenger, mail, and baggage cars (number, 1)	$1,500 00
14. Freight and other cars (number, 3)	725 00
Total	$2,225 00

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$5,915 26
5. Derived from express and extra baggage	470 22
7. Total earnings from passenger department	$6,385 48
12. Total earnings from freight department	$9,758 73
14. Total transportation earnings	$16,144 21

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	$574 79
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	7,833 74
3. Insurance premiums and losses by fire, and damages for fires set by engines	81 25
5. Total	$8,489 78

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

14. Fuel for engines and cars—number of cords of wood, 293; cost, $3 50	$1,024 62
15. Water and water stations	40 00
17. Oil and waste	400 00
19. Total	$1,464 62

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

6. Paid corporations or individuals not operating roads for use of freight cars	$732 00

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.*

Debits.

Cost of road	$81,916 20
Cost of equipment	3,195 36
Other investments	3,000 00
Supplies and materials on hand	350 00
Total	$88,461 56

Credits.

Capital stock	$82,025 00
Other debts (specifying same)—Bank of Visalia	979 75
Profit and loss (profit, if any)	5,456 81
Total	$88,461 56

*NOTE BY COMMISSIONER OF TRANSPORTATION.—This balance sheet is unreliable. See following extract from letter of Secretary of Visalia Railroad Company, of date September 2d, 1879: "On page 4, total equipment, $3,195 36. This is the amount expended for equipment during the year 1878, not taking into consideration the previous report of $26,700. You will find a similar difference, page 2, No. 14—incurred for construction (1877), $19,341 20, and (1878) $979 25. According to this is our balance sheet, page 18, showing the profit during the year 1878. If we should go back on the previous reports and enter the total costs for equipment since the road was constructed, we had to change the balance sheet also."

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use	September, 1874.
2. Length of main line of road from Visalia to Goshen	7.33 miles.
Length of main line in California	7.33 miles.
10. Total length of road belonging to this company	7.33 miles.
11. Aggregate length of siding and other tracks not enumerated above	1.00 mile.
12. Same in California	1.00 mile.
13. Aggregate length of track belonging to this company computed as single track	8.33 miles.
14. Same in California	8.33 miles.
19. Number of crossings of highways at grade, in California	5
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	5

ROLLING STOCK.

	Number.	Average Weight, (Tons.)	Market Value.
1. Locomotives	2		$7,500 00
Average weight of engines in working order		15	
2. Tenders—none			
6. Passenger cars	1	6	4,500 00
7. Mail and baggage cars	1		1,500 00
9. Four-wheel box freight cars	1	8	200 00
10. Eight-wheel platform cars	2	16	400 00
13. Total market value			$14,100 00

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	42 miles a day, 6 days in the week.
2. Rate of speed of express passenger trains, including stops	20 miles per hour.
3. Rate of speed of accommodation trains, including stops	
5. Rate of speed of express freight trains, including stops	
6. Rate of speed of accommodation freight trains, including stops	
8. Total train miles run	42 a day, as above.
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents.
16. Lowest rate of fare per mile for any distance (single fare)	10 cents.
18. Average rate of fare per mile received from passengers to and from other roads	10 cents.
20. Average rate of fare per mile for all passengers	10 cents.
21. Highest rate of freight per ton per mile for any distance	68 2/11 cents.
22. Lowest rate of freight per ton per mile for any distance	2 cents.
23. Average rate of local freight per ton per mile on roads operated by this company	1½ cents.
24. Average rate of freight per ton per mile to and from other roads	1½ cents.
25. Average rate of freight per ton per mile for all	1½ cents.
26. Average number of cars in passenger trains (including baggage cars)	1
30. Number of persons regularly employed by company, including officers	9

STATE OF CALIFORNIA, }
County of Tulare, } ss.

R. E. Hyde, President of the Visalia Railroad Company, and S. Sweet, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed): R. E. HYDE, President,
S. SWEET, Secretary.

Subscribed and sworn to before me, this 14th day of May, 1879.

JAMES J. MACK, Notary Public.

NARROW GAUGE ROADS.

BAY AND COAST RAILROAD COMPANY.

Returns of the Bay and Coast Railroad for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Alfred E. Davis	President.
Joseph Clark	Vice-President.
Thos. Carter	Superintendent.
Alfred E. Davis	Treasurer.
B. B. Minor	Secretary.
Alfred E. Davis	Director.
Joseph Clark	Director.
Daniel Cook	Director.
Edward Barron	Director.
J. C. Tucker	Director.

BUSINESS ADDRESS OF THE COMPANY.

Rooms Nos. 20 and 21, Nevada Block ..... San Francisco.

The Bay and Coast Railroad Company was incorporated May 2d, 1877, and not formed by consolidation with any other companies.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$1,000,000 00
2. Capital stock authorized by votes of company		1,000,000 00
3. Capital stock issued (number of shares, 1,000); amount paid in		100,000 00
5. Total amount paid in as per books of the company		100,000 00
8. Par value of shares issued		100 00
9. Total number of stockholders	5	
10. Number of stockholders in California	5	
11. Amount of stock held in California		All.

* By original articles of incorporation.

DEBT.

12. Funded debt		None.
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$442,755 07
All other debts, current credit balances, etc.		
15. Total amount of unfunded debt		$442,755 07
16. Total gross debt liabilities		$442,755 07
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$1,845 60	
Other securities and debt balances	3,240 10	
		5,085 70
18. Total net debt liabilities		$437,669 37

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction to December 31st, 1878	$437,669 37
Equipment	None.
27. Whole amount of permanent investments	437,669 37
29. Amount of supplies and materials on hand	None.
30. Cash and cash assets	5,085 70
31. Total property and assets of the company	442,755 07
Revenue for the year	None; road operated by the South Pacific Coast Railroad Company.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

Debits.

Cost of road	$437,669 37
Cash, cash assets, and other items (specifying same)	1,845 60
Materials and money charged to different parties on account	3,240 10
Total	$442,755 07

Credits.

Capital stock	$100,000 00
Funded debt	0 00
Other debts (specifying same):	
Due Treasurer	315,000 00
Floating debts or bills and accounts payable	27,755 07
Total	$442,755 07

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Alameda Point to Newark	June 1, 1878.
2. Length of main line of road from Alameda Point to Newark	24.10 miles.
Length of main line in California	24.10 miles.
3. Length of line with track laid, if road is not completed	24.10 miles.
4. Length of double track on main line	4.90 miles.
10. Total length of road belonging to this company	24.10 miles.
11. Aggregate length of siding and other tracks not enumerated above	1.25 miles.
12. Same in California	1.25 miles.
13. Aggregate length of track belonging to this company computed as single track	30.25 miles.
14. Same in California	30.25 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	None.
16. Number of spans of bridges of twenty-five feet and upwards, in California	1
18. Number of wooden bridges (aggregate length, 6,948 feet) in California	37
Bridges built within the year in California	None.
19. Number of crossings of highways at grade, in California	8
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	8
27. Number of railroad crossings at grade	1
(Crossing the Central Pacific Railroad, at Alameda.)	
Mileage, traffic, etc.	Road operated by the South Pacific Coast Railroad Company.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE), OWNED BY THE COMPANY.

Main line all within State	From Alameda Point to Newark.
Length of track December 31st, 1878:	
Roadway—single—all iron	19.20
Roadway—double—all iron	4.90
Length of roadway—single and double track—all iron	24.10
Sidings—all iron	1.25
Reduced to single track:	
Track—all iron	29.00
Sidings—all iron	1.25
Track and sidings—all iron	30.25
Total on whole road, December 31st, 1878:	
Roadway—single—all iron	19.20
Roadway—double—all iron	4.90
Length of roadway—single and double track—all iron	24.10
Sidings—all iron	1.25
Reduced to single track:	
Track—all iron	29.00
Sidings—all iron	1.25
Track and sidings—all iron	30.25
Length of iron rail December 31st, 1877—all within State:	
Length in miles	46.00
Average weight per mile—tons	78.5
Total weight—tons	3,611

Length of iron rail December 31st, 1878—all within State:

Length in miles	60.50
Average weight per mile—tons	39.28
Total weight—tons	2,376 50

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

A. E. Davis, President of the Bay and Coast Railroad Company, and George H. Waggoner, Secretary *pro tem.* of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed): A. E. DAVIS, President,
GEORGE H. WAGGONER, Secretary pro tem.

Subscribed and sworn to before me, this 30th day of June, 1879.

JAMES L. KING, Notary Public.

COLUSA AND CHICO RAILROAD COMPANY.

Returns of the Colusa and Chico Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

B. B. Minor, President	San Francisco, California.
J. M. Harper, Vice-President	San Francisco, California.
M. P. Minor, Treasurer	San Francisco, California.
Henry Deas, Secretary	San Francisco, California.
J. D. Browne, Chief Engineer	San Francisco, California.
B. B. Minor, Director	San Francisco, California.
J. M. Harper, Director	San Francisco, California.
Henry Deas, Director	San Francisco, California.
Robert Perrin, Director	San Francisco, California.
M. P. Minor, Director	San Francisco, California.

BUSINESS ADDRESS OF THE COMPANY:

Colusa, Colusa County ---------- California.

The Colusa and Chico Railroad Company was incorporated October 4th, 1878.

CAPITAL STOCK.

1.	Capital stock authorized by charter*	$1,000,000 00
3.	Capital stock issued (number of shares, 36); amount paid in	3,600 00
5.	Total amount paid in as per books of the company	3,600 00
8.	Par value of shares issued	100 00
9.	Total number of stockholders 5	
10.	Number of stockholders in California 5	
11.	Amount of stock held in California	All.

* By original articles of incorporation.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

9.	Engineering—to December 31st, 1878	$1,500 00

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

8.	Engineering, agencies, salaries, and other expenses during construction	$1,500 00

DESCRIPTION OF ROAD.

2.	Length of main line of road—from Colusa to Chico	36 miles.
	Length of main line in California	All.
3.	Length of line with track laid, if road is not completed	None.
5.	Branches owned by the company	None.

STATE OF CALIFORNIA,
County of San Francisco, } ss.

B. B. Minor, President, by M. P. Minor, Treasurer, of the Colusa and Chico Railroad Company, and Henry Deas, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed):

B. B. MINOR, President,
By M. P. MINOR, Treasurer.
HENRY DEAS, Secretary.

Subscribed and sworn to before me, this 9th day of July, 1879.

WM. S. CAMPBELL, Notary Public.

MENDOCINO RAILROAD COMPANY.

Returns of the Mendocino Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

West Evans, President.....Oakland, California.
A. W. Hall.....Cuffey's Cove, Mendocino County.
Charles Goodall.....San Francisco, California.
Geo. C. Perkins.....San Francisco, California.
Edwin Goodall.....San Francisco, California.

BUSINESS ADDRESS OF THE COMPANY.

Edwin Goodall, Secretary.....No. 10, Market Street, San Francisco.

The Mendocino Railroad Company was incorporated October 22d, 1875.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$150,000 00
3. Capital stock issued (number of shares, 1,500); amount paid in		
5. Total amount paid in as per books of the company		107,404 22
6. Amount of capital stock issued but not full paid		1,500 shares.
7. Amount per share still due thereon		Say $28 40
8. Par value of shares issued		100 00
9. Total number of stockholders	5	
10. Number of stockholders in California	5	
11. Amount of stock held in California		All.

* By original articles of incorporation.

DEBT.

12. Funded debt		None.
14. Unfunded debt—all other debts, current credit balances, etc.		$3,933 82
15. Total amount of unfunded debt		$3,933 82
16. Total gross debt liabilities		$3,933 82
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Materials and supplies on hand	$506 62	
Other securities and debt balances	7,420 65	
		7,927 27
18. Total net credit		$3,993 45

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1877.	To December 31, 1878.
1. Grading and masonry		
2. Bridging		
3. Superstructure, including rails	$76,159 02	$76,862 80
4. Land (work on flume and wharf approaches)		
Land damages		
Fences		
5. Passenger and freight stations		
6. Engine houses, car sheds, and turn-tables		
7. Machine shops, including machinery and tools	5,248 87	5,248 87
8. Interest		
9. Engineering		
11. Total cost of construction	$81,407 89	$82,111 67

Equipment.

	To December 31, 1877.	To December 31, 1878.
	Cost.	Cost.
12. Locomotives	$10,527 94	$10,527 94
17. Freight cars	10,962 92	10,962 92
18. Total for equipment	$21,490 86	$21,490 86

27. Whole amount of permanent investments	$103,602 53
28. Property in California	All.
29. Amount of supplies and materials on hand	506 62
30. Cash assets	7,420 65
31. Total property and assets of the company	$111,529 80

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

4. Land—settlement of right of way	$50 00
8. Engineering, agencies, salaries, and other expenses during construction—work on flume and wharf approach	653 78
18. Total	$703 78
19. Property sold and credited to property account during the year, specifiying same	0 00
20. Net addition to property account for the year	$703 78

REVENUE FOR THE YEAR.

7. Total earnings from passenger department	None.
8. Derived from local freight on roads operated by this company	$5,168 82
12. Total earnings from freight department	$5,168 82
14. Total transportation earnings	$5,168 82
15. Earnings per mile of road operated	$1,292 20
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same—North Pacific Company's telegraph stock sold	127 95
19. Total income derived from all sources	$5,296 77

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	$368 13
2. General salaries, office expenses, and miscellaneous	2,395 89
5. Total	$2,764 02
6. Proportion belonging to passenger department*	$0 00
7. Proportion belonging to freight department*	2,764 02

*Computed on gross receipts from passenger and freight departments.

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

7. Repairs of and additions to machine shops and machinery	$121 81
12. Repairs	1,176 01
19. Total	$1,297 82
20. Proportion of same to passenger department*	$0 00
21. Proportion of same to freight department*	1,297 82
Class III.—Passenger traffic expenses	None.
Class IV.—Freight traffic expenses	See under Class II.
8. Total	$4,061 84
11. Percentage of expenses to total transportation earnings	78½ per cent.

*Computed on gross receipts from passenger and freight departments.

13. Total expenses	$4,061 84
Net income, dividends, etc.	See profit and loss account.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of road	$81,407 89	$82,111 67
Cost of equipment	21,490 86	21,490 86
Supplies and materials on hand—stores and amounts due for stores	6,912 24	6,765 65
Cash, cash assets, and other items, specifying same—bank	1,655 80	----------
Superintendent	385 62	1,005 73
Bills receivable	314 45	64 95
Dixon's mill	----------	90 94
Lumber account	522 76	----------
Due for freight	619 85	----------
Expenses on flume and wharf	559 98	----------
Profit and loss (loss, if any)	450 64	----------
Totals	$114,320 09	$111,529 80
Credits.		
Capital stock	$96,154 22	$107,404 22
Other debts (specifying same):		
Redwood Lumber Company	----------	476 78
Bills payable	633 34	95 57
Treasurer	17,532 53	3,361 47
Profit and loss (profit, if any):		
In 1878 $642 40		
Less loss to December, 1877 450 64		
	----------	191 76
Totals	$114,320 09	$111,529 80

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31st, 1878.

	Debits.	Credits.
Repairs	$1,297 82	----------
Operating expenses	2,764 02	----------
Interest	210 65	----------
Loss on lumber	381 88	----------
Freight receipts	----------	$5,168 82
Fifteen shares of the North Pacific Telegraph Company surrendered and company disincorporated*	----------	127 95
Profit for 1878	642 40	----------
Totals	$5,296 77	$5,296 77

*This stock belonged to company at the time of incorporating, but no account was taken of it with assets, as it was considered of no value.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use	1876–7.
2. Length of main line of road from Cuffey's Cove to Helmke's Mill	About 4 miles.
Length of main line in California	All.
10. Total length of road belonging to this company	About 4 miles.
11. Aggregate length of sidings and other tracks not enumerated above	Say about .50 miles.
13. Aggregate length of track belonging to this company computed as single track	About 4.50 miles.
14. Same in California	About 4.50 miles.
18. Number of wooden bridges (aggregate length, 4,079 feet) in California	30

ROLLING STOCK.

1.	Locomotives	2
2.	Tenders	
	Weight of engine and tenders	Don't know.
10.	Eight-wheel platform cars	29
12.	Other cars	None.
14.	Total number of freight cars, including coal, etc., on a basis of eight wheels	29

MILEAGE, TRAFFIC, ETC.

4.	Miles run by freight trains	No account.
5.	Rate of speed of express freight trains, including stops	6 miles per hour.
12.	Number of tons carried (not including gravel)	14,061
	Number of tons freight in this State carried	14,061
	Number of tons freight produced in this State carried	14.061
	Number of tons of each class of freight produced in this State carried—lumber	14,061
15.	Highest rate of fare per mile for any distance (excluding one mile)	No passengers carried; or if any, nothing charged.
21.	Highest rate of freight per ton per mile for any distance	15 cents.
22.	Lowest rate of freight per ton per mile for any distance	6¼ cents.
23.	Average rate of local freight per ton per mile on roads operated by this company	7⅞ cents.
25.	Average rate of freight per ton per mile for all	7⅞ cents.
	Average rate of freight per ton per mile, products of this State	
	Average monthly pay of employés, other than officers	
	Average monthly pay of engine drivers	
	Average monthly pay of passenger conductors	
	Average monthly pay of freight conductors	
	Average monthly pay of baggage-masters	$55 00
	Average monthly pay of brakemen, flagmen, and switchmen	
	Average monthly pay of section men	
	Average monthly pay of mechanics in shops	
	Average monthly pay of laborers	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS, (SINGLE AND DOUBLE), OWNED BY THE COMPANY.

Main line all within the State	From Cuffey's Cove to Helmke Mill.
Length of track, December 31st, 1878:	
Roadway, all single track—all iron	4.00
Sidings—all iron	0.50
Track and sidings—all iron	4.50
Total on whole road, December 31st, 1878:	
Roadway, all single track—all iron	4.00
Sidings—all iron	0.50
Track and sidings—all iron	4.50
Total on whole road, December 31st, 1877:	
Roadway, all single track—all iron	4.00
Sidings—all iron	0.50
Track and sidings—all iron	4.50
Length of iron rail, December 31st, 1877—all within State:	
Length in miles	
Length of iron rail, December 31st, 1878—all within State:	
Length in miles	9

STATE OF CALIFORNIA,
County of San Francisco, } ss.

West Evans, President of the Mendocino Railroad Company, and Edwin Goodall, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing twenty-seven sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed): WEST EVANS.
EDWIN GOODALL.

Subscribed and sworn to before me, this 26th day of July, 1879.

JAMES L. KING, Notary Public.

THE MONTEREY AND SALINAS VALLEY RAILROAD COMPANY.

[There was no report made by this company for the year ending December 31st, 1878.]

NEVADA COUNTY NARROW GAUGE RAILROAD COMPANY.

Returns of the Nevada County Narrow Gauge Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS:

John C. Coleman, President ..... Grass Valley.
T. W. Sigourney, Vice-President ..... Nevada City.
Edward Coleman, Treasurer ..... Grass Valley.
George Fletcher, Secretary ..... Grass Valley.
John T. Kidder, General Superintendent ..... Grass Valley.
John C. Coleman, Director ..... Grass Valley.
Edward Coleman, Director ..... Grass Valley.
Jas. M. Lakeman, Director ..... Grass Valley.
George D. McLean, Director ..... Sweetland.
T. W. Sigourney, Director ..... Nevada City.
Niles Searls, Director ..... Nevada City.
R. M. Hunt, Director ..... Nevada City.

BUSINESS ADDRESS OF THE COMPANY:

Grass Valley, Nevada County ..... California.

The Nevada County Narrow Gauge Railroad Company was incorporated April 4th, 1874.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$400,000 00
2. Capital stock authorized by votes of company		400,000 00
3. Capital stock issued (number of shares, 2,422); amount paid in		242,200 00
4. Capital stock paid in on shares not issued (number of shares, 18)		650 00
5. Total amount paid in as per books of the company		242,850 00
6. Amount of capital stock issued but not full paid		None.
8. Par value of shares issued		100 00
9. Total number of stockholders	165	
10. Number of stockholders in California	165	
11. Amount of stock held in California		242,200 00

* By original articles of incorporation.

DEBT.

12. Funded debt, as follows:		
Bonds		$250,000 00
Interest paid on same during year	$20,000 00	
13. Total amount of funded debt		$250,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$37,500 00
All other debts, current credit balances, etc.		0 00
15. Total amount of unfunded debt		$37,500 00
16. Total gross debt liabilities		$287,500 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$756 22	
Materials and supplies on hand	6,491 70	
Other securities and debt balances	935 64	
		8,183 56
18. Total net debt liabilities		$279,316 44

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1877.	To December 31, 1878.
1. Grading and masonry	$237,526 61	$238,008 61
2. Bridging	46,041 87	46,069 37
3. Superstructure, including rails	161,119 76	161,840 61
4. Land		
Land damages	23,910 11	24,069 51
Fences		
5. Passenger and freight stations	8,231 56	8,400 25
6. Engine houses, car sheds, and turn-tables	5,002 33	5,111 51
7. Machine shops, including machinery and tools	4,212 28	5,288 10
9. Engineering	12,901 32	12,901 32
Agencies, salaries, and other expenses during construction	7,054 33	7,054 33
Section and tool houses	2,994 18	4,245 30
11. Total cost of construction	$508,994 35	$512,988 91

Equipment.

	Number.	To December 31, 1877. Cost.	Number.	To December 31, 1878. Cost.
12. Locomotives	3	$27,904 28	3	$27,904 28
16. Passenger cars	2	7,290 22	2	7,503 72
Baggage cars, combination	2	6,216 76	2	6,216 76
17. Freight cars	35	23,468 21	36	25,104 71
Other cars	6	1,445 54	6	1,445 54
18. Total for equipment	48	$66,325 01	49	$68,175 01

PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.

22. Other securities to December 31st, 1877:	
($9\frac{36}{100}$ shares of the stock of Citizens' Bank, Nevada City, received in payment of 50 per cent. of amount due from Bank of Nevada County, failed.)	
Nominal amount	$935 64
Price paid	935 64
26. Total for property purchased, etc.	935 64
27. Whole amount of permanent investments	581,163 92
29. Amount of supplies and materials on hand	6,491 70
30. Cash and cash assets	756 22
31. Total property and assets of the company	589,347 48

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	$482 00
2. Bridging	27 50
3. Superstructure, including rails	720 85
4. Land	
Land damages	159 40
Fences	
5. Passenger and freight stations	168 69
Wood sheds and water stations	811 17
6. Engine houses, car sheds, and turn-tables	109 18
7. Machine shops	1,075 82
8. Section and tool houses	439 95
13. Passenger, mail, and baggage cars	213 50
14. Freight and other cars (number, 1)	1,636 50
20. Net addition to property account for the year	$5,844 56

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company		
2. Derived from passengers from and to other roads, over roads operated by this company		$41,521 10
5. Derived from express and extra baggage		2,101 50
6. Derived from mails (eighteen months service)		1,694 76
7. Total earnings from passenger department		$45,317 36
8. Derived from local freight on roads operated by this company		$49,763 21
11. Derived from other sources belonging to freight department—transfer		3,005 40
12. Total earnings from freight department		$52,768 61
14. Total transportation earnings		$98,085 97
15. Earnings per mile of road operated	$4,332 42	
16. Earnings per train mile (total passenger and freight)	2 18	
19. Total income derived from all sources		$98,085 97

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	$1,865 32
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	3,500 08
Advertising	433 49
Stationery and printing	500 99
Injuries to stock	50 00
3. Insurance premiums and losses by fire, and damages for fires set by engines	85 25
5. Total	$6,435 13
6. Proportion belonging to passenger department*	$2,963 95
7. Proportion belonging to freight department*	3,471 18

*Computed on gross receipts from passenger and freight departments.

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$8,323 88
5. Repairs of bridges	210 85
6. Repairs of buildings and fixtures (stations and turn-tables)	253 08
7. Repairs of and additions to machine shops and machinery	216 84
8. Repairs of fences, road crossings, and signs	13 00
9. Repairs of tunnels	5 50
10. Repairs of locomotives	1,599 80
14. Fuel for engines and cars—number of cords of wood, 1,275; cost	4,464 75
15. Water and water stations	366 40
17. Oil and waste	861 73
19. Total	$16,315 83
20. Proportion of same to passenger department*	$7,538 17
21. Proportion of same to freight department*	8,777 66

*Computed on gross receipts from passenger and freight departments.

CLASS III.—PASSENGER TRAFFIC EXPENSES.

1. Repairs of passenger, mail, and baggage cars	$1,380 07
3. Damages—injuries to employés	4 25
4. Salaries, wages, and incidentals of passenger trains	4,974 12
5. Salaries, wages, and incidentals of passenger stations	5,290 35
8. Total	$11,648 79

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

1. Repairs of freight cars	$1,410 91
Repairs of dump and work cars	44 00
3. Damages and gratuities, freight	248 66
4. Salaries, wages, and incidentals of freight trains	4,974 11
5. Salaries, wages, and incidentals of freight stations	5,290 35
8. Total	$11,968 03

9. Total expenses of operating the road embraced in Classes I, II, III, and IV		$46,367 78
10. Per train mile (total passenger and freight)	$1.02	
11. Percentage of expenses to total transportation earnings	47.27 per cent.	
13. Total expenses		$46,367 78

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$51,718 19
2. Percentage of same to capital stock and net debt	9.90 per cent.	
3. Percentage of same to total property and assets	8.79 per cent.	
4. Interest accrued during the year:		
On funded debt	$20,000 00	
On other debt (and discounts)	6,345 25	
Total		26,345 25
7. Balance for the year, or surplus		$25,372 94
8. Surplus at commencement of the year		33,624 54
10. Total surplus December 31st, 1878		$58,997 48

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department as per "Revenue for the Year," No. 7	$45,317 36
2. Per passenger train mile	1 88½
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	2,963 95
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 20	7,538 17
5. Expenses "Passenger Traffic," as per Class III, No. 8	11,648 79
6. Total expenses	22,150 91
7. Per passenger train mile	92½ cents.
8. Net earnings	23,166 45
9. Per passenger train mile	96

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	$52,768 61
2. Per freight train mile	2 45½
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	3,471 18
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	8,777 66
5. Expenses, "Freight Traffic," as per Class IV, No. 8	11,968 03
6. Total expenses	24,216 87
7. Per freight train mile	1 12½
8. Net earnings	28,551 74
9. Per freight train mile	1 33

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of road	$508,994 35	$512,988 91
Cost of equipment	66,325 01	68,175 01
Other investments	935 64	935 64
Supplies and materials on hand	5,993 59	6,491 70
Cash, cash assets, and other items (specifying same)	1,545 95	756 22
Totals	$583,794 54	$589,347 48
Credits.		
Capital stock	$242,850 00	$242,850 00
Funded debt	250,000 00	250,000 00
Other debts (specifying same):		
Loan secured by bonds hypothecated	47,600 00	37,500 00
Loan unsecured	9,720 00	----------
Profit and loss (profit, if any)	33,624 54	58,997 48
Totals	$583,794 54	$589,347 48

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
Gross earnings		$98,085 97
Operating and general expenses	$46,367 78	
Interest on funded debt	20,000 00	
Interest on floating debt	6,066 00	
Discount and exchange	279 25	
Balance, profit	25,372 94	
Totals	$98,085 97	$98,085 97

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Colfax to Grass Valley	April 17, 1876.
From Colfax to Nevada City	May 24, 1876.
2. Length of main line of road from Colfax to Nevada City	22.64 miles.
4. Length of double track on main line	None.
10. Total length of road belonging to this company	22.64 miles.
11. Aggregate length of siding and other tracks not enumerated above	1.45 miles.
13. Aggregate length of track belonging to this company computed as single track	24.09 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	None.
16. Number of spans of bridges of 25 feet and upwards in California	2
18. Number of wooden bridges (aggregate length, 320 feet) in California	2
19. Number of crossings of highways at grade in California	19
20. Number of crossings of highways over railroad in California	2
21. Number of crossings of highways under railroad in California	1
22. Number of highway bridges eighteen feet above track in California	0
23. Number of highway bridges less than eighteen feet above track in California	1
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen in California	22
29. Number of railroad crossings under other railroads, specifying each (Central Pacific Railroad, Long Ravine.)	1
34. Total miles of road operated by this company	22.64
35. Total miles of road operated by this company in California	22.64
39. Miles of telegraph on line of road operated by this company	22.64
40. Miles of telegraph owned by this company	0
41. Number of telegraph offices in company stations	3
42. Number of telegraph stations operated by this company	3
43. Number of telegraph stations operated jointly by railroad and telegraph companies	0

ROLLING STOCK.

	Number.	Average Weight, (Pounds).	Market Value.
1. Locomotives	3		$18,000 00
Average weight of engines in working order		36,000	
Maximum weight of engines in working order 18 tons			
Maximum weight of tenders full of fuel and water 10 tons			
Average joint weight of engines and tenders		56,000	
6. Passenger cars	2		5,000 00
Average weight		22,000	
Maximum weight 11 tons			
7. Mail and baggage cars, combination	2	18,000	4,000 00
8. Eight-wheel box freight cars	16	11,000	8,750 00
9. Four-wheel box freight cars	0		
10. Eight-wheel platform cars	20	7,000	7,000 00
11. Four-wheel platform cars	0		
12. Other cars	6		500 00
13. Total market value			$43,250 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	36
15. Number of locomotives equipped with train brakes	2
Kind of brake	Westinghouse air.
16. Number of cars equipped with train brakes	4
Kind of brake	Westinghouse air.
17. Number of passenger cars (and combination) with Miller platform and buffer	4

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	9,321
2. Rate of speed of express passenger trains, including stops	11.71 miles per hour.
3. Rate of speed of accommodation trains, including stops	
4. Miles run by freight trains	6,823
5. Rate of speed of express freight trains, including stops	10 miles per hour.
6. Rate of speed of accommodation freight trains, including stops	
7. Miles run by other trains, and for what purpose:	
Mixed trains	29,363
Construction trains	2,106
Wood trains	401
8. Total train miles run	48,014
9. Total number of passengers carried	57,580
Number of through passengers going towards Colfax	8,850
Number of through passengers going in contrary direction	9,084
Number of local passengers going towards Colfax	19,360
Number of local passengers going in contrary direction	20,286
10. Total passenger mileage, or passengers carried one mile	701,526
Average number of miles traveled by each local passenger	8
Average number of miles traveled by each through passenger	19½
Average number of miles traveled by each passenger, through and local	12
12. Number of tons carried (not including gravel)	19,954$\frac{684}{2000}$
Number of tons freight, produced in this State, carried	13,104
Number of tons of each class of freight, produced in this State, carried:	
Flour, grain, and feed	4,458
Live stock	31
Hay	505
Ores and sulphurets	27
Lumber and wood	6,680
Powder	624
Fruit	541
Acids	121
Hides and pelts	117
13. Total freight mileage, or tons carried one mile	305,124
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents.
16. Lowest rate of fare per mile for any distance (single fare)	5½ cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	5.81 cents.
18. Average rate of fare per mile received from passengers to and from other roads	10 cents.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	None.
20. Average rate of fare per mile for all passengers	8.14 cents.
21. Highest rate of freight per ton per mile for any distance	20 cents.
Highest rate of freight per ton per mile under 7 miles	25 cents.
22. Lowest rate of freight per ton per mile for any distance	3½ cents.
Lowest rate of freight per ton per mile under 5 miles	7½ cents.
25. Average rate of freight per ton per mile for all	16.89 cents.
26. Average number of cars in passenger trains (including baggage cars)	2.13
27. Average number of cars in freight trains—basis of eight-wheel	2.88
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	42$\frac{1340}{2000}$
29. Average weight of freight trains, including locomotive and tender in working order (exclusive of freight)	25$\frac{40}{2000}$
30. Number of persons regularly employed by company, including officers	54
Average monthly pay of employés, other than officers	$64 25
Average monthly pay of engine drivers	111 25
Average monthly pay of passenger conductors	100 00
Average monthly pay of freight conductors	90 00
Average monthly pay of baggage-masters	75 00
Average monthly pay of brakemen, flagmen, and switchmen	65 00
Average monthly pay of section men	52 00
Average monthly pay of mechanics in shops	91 00

Average monthly pay of laborers $52 00
List of accidents in California ..... None.

TABLE A. FUNDED DEBT.

To include all bonds payable by the company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what money payable—Interest and principal	Interest. Rate.	Interest. Payable.
First mortgage, on road and equipment	1-325	Jan. 1, 1876	Jan. 1, 1896	Gold coin	8 per cent.	Semi-annually.

Character of.	Authorized Amount.	Total Issued. December 31, 1877.	Total Issued. December 31, 1878.	Accrued Interest. To December 31, 1877.	Accrued Interest. During Year.	Amount of bonds outstanding December 31, 1878.
First mortgage, on road and equipment	$325,000	$250,000	$250,000	$33,147 00	$20,000	$250,000
*		68,000	75,000	13,907 80	6,066	75,000

* Issued as collateral security for loan in 1877, $47,600 00; in 1878, $37,500 00.

Bonds sold to December 31st, 1877:

Character of	First mortgage.
Series	1-325
Amount of bonds	$250,000 00
Amount realized	250,000 00
(Paid to contractor, for building road, at par.)	
Bonds redeemed	None.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS, (SINGLE AND DOUBLE,) OWNED BY THE COMPANY.

Main line—all within State ..... From Colfax to Nevada City.

Length of track, December 31st, 1878:	
Roadway, all single track—all iron	22.64
Sidings—all iron	1.45
Track and sidings—all iron	24.09
Total on whole road, December 31st, 1878:	
Roadway, all single track—all iron	22.64
Sidings—all iron	1.35
Track and sidings—all iron	23.99
Length of iron rail, December 31st, 1877—all within State:	
Length in miles	47.98
Average weight per mile—tons	27.50
Total weight—tons	$1,319\frac{1055}{2240}$
Length of iron rail, December 31st, 1878—all within State:	
Length in miles	48.18
Average weight per mile—tons	27.50
Total weight—tons	$1,324\frac{3178}{2240}$
Total length of iron rail laid during the year:	
Length in miles	0.20
Average weight per mile—tons	27.50
Total weight—tons	5.50

STATE OF CALIFORNIA,
County of Nevada, } ss.

John F. Kidder, General Superintendent of the Nevada County Narrow Gauge Railroad Company, and George Fletcher, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing twenty-one sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed):

JOHN F. KIDDER,
GEORGE FLETCHER.

Subscribed and sworn to before me, this 27th day of June, 1879.

WM. K. SPENCER,
Notary Public, Nevada County, California.

NORTH PACIFIC COAST RAILROAD COMPANY.

Returns of the North Pacific Coast Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

J. W. Doherty, President	San Francisco.
J. McM. Shafter, Vice-President	San Francisco.
M. S. Latham, Director	San Francisco.
Delos Lake, Director	San Francisco.
W. W. Waddell, Director	San Francisco.
W. Dutton, Director	Tomales.
W. F. Russell, Director	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

328 Montgomery Street ..... San Francisco, California.

The North Pacific Coast Railroad Company was incorporated December 16th, 1871.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$3,000,000 00
2. Capital stock authorized by votes of company		3,000,000 00
3. Capital stock issued (number of shares, 11,991½); amount paid in		1,199,150 00
4. Capital stock paid in on shares not issued		None.
5. Total amount paid in as per books of the company		1,199,150 00
6. Amount of capital stock issued but not full paid		None.
8. Par value of shares issued		100 00
9. Total number of stockholders	17	
10. Number of stockholders in California	17	
11. Amount of stock held in California		1,199,150 00

* By original articles of incorporation.

DEBT.

14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$1,600,850 00
All other debts, current credit balances, etc.		543,166 18
15. Total amount of unfunded debt		$2,144,016 18
16. Total gross debt liabilities		$2,144,016 18
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$9,441 95	
Other securities and debt balances	124,272 94	
		133,714 89
18. Total net debt liabilities		$2,010,301 29
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each—San Quentin and San Rafael Railroad Company		38,000 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction (not separated):	
To December 31st, 1877	$2,773,954 91
To December 31st, 1878	2,800,000 00
Equipment	Included in above.

PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN FOREGOING ACCOUNTS.

23. Steamboat property	Included in construction and equipment.

26. Total for property purchased, etc.		$2,800,000 00
27. Whole amount of permanent investments		
28. Property in California		All.
30. Cash and cash assets		133,714 89
31. Total property and assets of the company		$2,933,714 89

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

20. Net addition to property account for the year (not separated)	$26,045 09

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$152,130 15
5. Derived from express and extra baggage	12,913 46
6. Derived from mails	3,665 59
7. Total earnings from passenger department	$168,709 20
8. Derived from local freight on roads operated by this company	$183,820 38
12. Total earnings from freight department	$183,820 38
14. Total transportation earnings	$352,529 58

15. Earnings per mile of road operated	$3,863 33	
18. Earnings per train mile (total passenger and freight)	1 16	
17. Income derived from rent of property, other than road and equipment, specifying same:		
Charter and tonnage	$3,665 00	
Rents	4,569 61	
Privilege selling fruit and papers, use of scales, etc.	2,350 05	
		10,584 66
19. Total income derived from all sources		$363,114 24

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	Included in profit and loss.
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Salaries	$18,889 60
Incidentals	1,930 52
Rents	4,350 00
Legal services	1,820 00
Stationery	1,952 33
Advertising	3,180 70
Injuries to live stock	265 00
5. Total	$32,388 15
6. Proportion belonging to passenger department *	$17,784 43
7. Proportion belonging to freight department *	14,603 72

* Computed on basis of equal division except advertising.

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$46,062 61
5. Repairs of bridges	10,407 73
6. Repairs of buildings and fixtures (stations and turn-tables)	1,315 29
7. Repairs of and additions to machine shops and machinery	400 10
8. Repairs of fences, road crossings, and signs	428 47
10. Repairs of locomotives	6,421 38
14. Fuel for engines and cars:	
Number of cords of wood, 5,330½; cost	18,655 87
Number of tons of coal, 3,702$\frac{1440}{2000}$; cost	34,215 20
15. Water and water stations	1,297 82
17. Oil and waste	2,047 76
19. Total	$121,252 23

20. Proportion of same to passenger department*	$71,198 70
21. Proportion of same to freight department*	50,053 53

* Computed on basis of equal division except fuel.

CLASS III.—PASSENGER TRAFFIC EXPENSES.

1. Repairs of passenger, mail, and baggage cars	$5,982 54
3. Damages and gratuities, passengers	1,038 25
4. Salaries, wages, and incidentals of passenger trains	13,435 98
Salaries, wages, and incidentals of ferries	27,304 82
5. Salaries, wages, and incidentals of passenger stations	13,656 26
8. Total	$61,417 85

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

1. Repairs of freight cars	$5,055 43
3. Damages and gratuities, freight	176 20
4. Salaries, wages, and incidentals of freight trains	16,266 60
Salaries, wages, and incidentals of ferries	12,807 85
5. Salaries, wages, and incidentals of freight stations	13,656 25
8. Total	$47,962 33
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$263,020 56
10. Per train mile (total passenger and freight)	$0.86½
11. Percentage of expenses to total transportation earnings	72.5 per cent.
13. Total expenses	$263,020 56

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department, as per "Revenue for the Year," No. 7	$168,709 20
2. Per passenger train mile	1 03½
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	17,784 43
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 20	71,198 70
5. Expenses, "Passenger Traffic," as per Class III, No. 8	61,417 85
6. Total expenses	150,400 98
7. Per passenger train mile	92½ cents.
8. Net earnings	18,308 22
9. Per passenger train mile	11 1-5 cents.

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	$183,820 38
2. Per freight train mile	1 30
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	14,603 72
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	50,053 53
5. Expenses, "Freight Traffic," as per Class IV, No. 8	47,962 33
6. Total expenses	112,619 58
7. Per freight train mile	80
8. Net earnings	71,200 80
9. Per freight train mile	50

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of road	$2,773,954 91	$2,800,000 00
Cost of equipment		
Other investments		
Cash, cash assets, and other items, (specifying same):		
Agents	1,773 09	1,728 26
Sundry persons	54,513 96	122,544 68
Cash	538 35	9,441 95
Profit and loss (loss, if any)	256,682 06	409,451 29
Totals	$3,087,462 37	$3,343,166 18
Credits.		
Capital stock	$1,074,900 00	$1,199,150 00
Other debts, (specifying same):		
Bills payable	$1,802,490 61	1,909,693 17
Sundry persons	210,071 76	234,323 01
Totals	$3,087,462 37	$3,343,166 18

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
Earnings		$363,114 24
Operating expenses	$263,020 56	
Interest, discount, etc.	230,011 57	
Sundries	9,779 57	
Taxes	13,071 77	
Balance		152,769 23
Totals	$515,883 47	$515,883 47

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:
   - From Saucelito to Tomales — January 11, 1875.
   - To Howards — October 16, 1876.
   - To Tyrone — April 2, 1877.
   - To Duncan's Mills — May 15, 1877.
2. Length of main line of road from San Francisco to Duncan's Mills — 80.25 miles.
   Length of main line in California, Saucelito to Duncan's Mills — 74.25 miles.
5. Branches owned by the company — 2 miles.
   (Names and description of; single or double track) — Single track, 3-foot gauge.
6. Total length of branches owned by the company — 2 miles.
7. Total length of branches owned by the company in California — 2 miles.
8. Total length of branches owned by the company in other States — None.
9. Length of double track on branches — None.
10. Total length of road belonging to this company * — 87.75 miles.
11. Aggregate length of siding and other tracks not enumerated above — 9.75 miles.
12. Same in California — All.
13. Aggregate length of track belonging to this company computed as single track — All single.
14. Same in California — All single.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail — None.
16. Number of spans of bridges of twenty-five feet and upwards in California — 13
18. Number of wooden bridges (aggregate length, 1,651 feet) in California — 13
19. Number of crossings of highways at grade in California — 26

* NOTE BY COMMISSIONER.—Including San Quentin Ferry, 11.25 miles.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, description, and length of each:

Name of company	San Rafael and San Quentin Railroad Company.
Termini	From San Rafael to San Quentin.
Length	3.50 miles.
Dates of lease	From March 11, 1875, to March 11, 1918.
Amount of rental	$1 00 per annum.
31. Total length of above roads	3.50 miles.
32. Total length of above roads in California	3.50 miles.
34. Total miles of road operated by this company	91.25
35. Total miles of road operated by this company in California	91.25
36. Number of stations on all roads operated by this company	30
37. Number of stations on all roads owned by this company	28
38. Same in California	All.
39. Miles of telegraph on line of road operated by this company	79¾
40. Miles of telegraph owned by this company	None.
41. Number of telegraph offices in company stations	14
42. Number of telegraph stations operated by this company	14
43. Number of telegraph stations operated jointly by railroad and telegraph companies	14

ROLLING STOCK.

	Number.	Average Weight, (Pounds).	Market Value.
1. Locomotives	12		$7,200 00
Average weight of engines in working order		43,170	
2. Tenders	12		
Average weight of tenders, full of fuel and water		22,580	
Average joint weight of engines and tenders		65,750	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 38 feet.			
4. Total length of heaviest engine and tender over all, 42 feet.			
6. Passenger cars	16		48,000 00
Average weight		12,000	
7. Mail and baggage cars	3	11,000	4,500 00
8. Eight-wheel box freight cars	30	10,000	12,000 00
10. Eight-wheel platform cars	270	8,000	81,000 00
12. Other cars—Directors' car	1	16,000	5,000 00
13. Total market value			$222,500 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	300
15. Number of locomotives equipped with train brakes	4
Kind of brake	Westinghouse air.
16. Number of cars equipped with train brakes	16
Kind of brake	Westinghouse air.
17. Number of passenger cars with Miller platform and buffer	16

MILEAGE, TRAFFIC, ETC.,

1. Miles run by passenger trains	162,886
2. Rate of speed of express passenger trains, including stops	15 miles per hour.
3. Rate of speed of accommodation trains, including stops	10 miles per hour.
4. Miles run by freight trains	141,793
5. Rate of speed of express freight trains, including stops	None.
6. Rate of speed of accommodation freight trains, including stops	10 miles per hour.
8. Total train miles run	304,679

9. Total number of passengers carried	388,261
Number of passengers going towards San Francisco*	191,797
Number of passengers going in contrary direction	196,464
12. Number of tons carried (not including gravel)	82,425
Number of tons freight in this State, carried	All.
Number of tons freight produced in this State, carried / Number of tons of each class of freight, produced in this State, carried	No statistics.
13. Total freight mileage, or tons carried one mile	No statistics.
14. Freight mileage to and from other roads	None.
15. Highest rate of fare per mile for any distance (excluding one mile)	8.56 cents.
16. Lowest rate of fare per mile for any distance (single fare)	3½ cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company / Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	No statistics.
18. Average rate of fare per mile received from passengers to and from other roads	None.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	0.6 cents.
20. Average rate of fare per mile for all passengers	No statistics.
21. Highest rate of freight per ton per mile for any distance	46⅔ cents.
22. Lowest rate of freight per ton per mile for any distance	3½ cents.
23. Average rate of local freight per ton per mile on roads operated by this company	No statistics.
24. Average rate of freight per ton per mile to and from other roads	None.
25. Average rate of freight per ton per mile for all	No statistics.
26. Average number of cars in passenger trains (including baggage cars)	4
27. Average number of cars in freight trains—basis of eight-wheel	20
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	104,000 pounds.
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	226,000 pounds.
30. Number of persons regularly employed by company, including officers	281
Average monthly pay of engine drivers	$100 00
Average monthly pay of passenger conductors	90 00
Average monthly pay of freight conductors	85 00
Average monthly pay of baggage-masters	60 00
Average monthly pay of brakemen, flagmen, and switchmen	60 00
Average monthly pay of section men	70 00
Average monthly pay of mechanics in shops	110 00
Average monthly pay of laborers	60 00

*No distinction made between through and local.

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip)	Season tickets sold only between San Francisco and San Rafael.
2. Passengers to San Francisco (including season)	165,850
3. Passengers from San Francisco (including season)	164,546
4. Season ticket passengers to and from San Francisco (one round trip daily)	80,760

TABLE C.

Length in Miles of Road and Tracks, (single and double,) Owned by the Company.

Main Line and Branches.	From—	To—	Length of Track December 31st, 1878.		
			Roadway — All Single Track.	Sidings.	Track and Sidings.
			All Iron.	All Iron.	All Iron.
Main line all within State	Saucelito	Duncan's Mill	74.25	9.75	86.00
Branch	Junction	San Rafael	2.00		
Total on whole road, December 31st, 1878			76.25		
Total on whole road, December 31st, 1877			76.25		

	December 31, 1877—All within State.			December 31, 1878—All within State.		
	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).	Length in Miles.	Average Weight per Mile, (Tons).	Total Weight, (Tons).
Length of iron rail	152.50	33⅓	5,083.50	172	35	6,020

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Bonds:	
Character of	County.
Date	May 5, 1876.
Due	May 5, 1896.
Interest payable:	
By whom	Marin County.
When	Semi-annually.
Rate	7 per cent.
Total amount of bonds or cash	$160,000 00
Disposed of:	
Amount of bonds	$160,000 00
Cash realized	144,208 00
Discount	15,792 00
Interest accrued to company	Nothing.

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

John W. Doherty, Vice-President of the North Pacific Coast Railroad Company, and W. F. Russell, Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing forty sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervison; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed): JOHN W. DOHERTY, Vice-President.
W. F. RUSSELL, Secretary.

Subscribed and sworn to before me, this 13th day of August, 1879.

JAMES L. KING, Notary Public.

SAN LUIS OBISPO AND SANTA MARIA VALLEY RAILROAD COMPANY.

Returns of the San Luis Obispo and Santa Maria Valley Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS:

John Rosenfeld, President	San Francisco.
A. Blockman, Vice-President	San Francisco.
John O'Farrell, Managing Director	San Francisco.
W. H. Knight, Secretary	Oakland.
Geo. C. Perkins, Treasurer	San Francisco.
John Rosenfeld, Director	San Francisco.
A. Blockman, Director	San Francisco.
John O'Farrell, Director	San Francisco.
Geo. C. Perkins, Director	San Francisco.
F. S. Wensinger, Director	San Francisco.
John Harford, Director	San Luis Obispo.

BUSINESS ADDRESS OF THE COMPANY.

No. 10 Market Street ..... San Francisco, California.

The San Luis Obispo and Santa Maria Valley Railroad Company was incorporated April 22d, 1875.

CAPITAL STOCK.

1. Capital stock authorized by charter *			$500,000 00
2. Capital stock authorized by votes of company			500,000 00
3. Capital stock issued (number of shares, 298)			†149,000 00
4. Capital stock paid in on shares not issued			None.
5. Total amount paid in as per books of the company	Cash	$121,000 00	149,000 00
	Notes	28,000 00	
7. Amount per share still due thereon			‡Various.
8. Par value of shares issued			500 00
9. Total number of stockholders		35	
10. Number of stockholders in California		35	
11. Amount of stock held in California			149,000 00

* By original articles of incorporation.

† NOTE.—The company issued capital stock for $149,000 00. Of this 298 shares, 56 shares were delivered and sold, by our taking notes on 6, 12, 18, and 24 months time, and the company hold the stock as security for the notes, only a portion of which is paid. The item of "Bills Receivable," is for amount unpaid in this stock.

‡ Some have paid on all notes, and some have paid nothing.

DEBT.

12. Funded debt as follows:			
Bonds (one hundred and twenty; value, $1,000 each)			$120,000 00
Interest paid on same during year		$10,800 00 *	
13. Total amount of funded debt			$120,000 00
14. Unfunded debt:			
Incurred for construction, equipment, or purchase of property			$30,338 69
All other debts, current credit balances, etc.			386 75
15. Total amount of unfunded debt			$30,725 44
16. Total gross debt liabilities			$150,725 44
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:			
Cash on hand / Materials and supplies on hand / Sinking funds		$0 00	
Other securities and debt balances:			
Bills receivable		17,989 25	
Sundry unpaid bills		2,480 56	
			20,469 81
18. Total net debt liabilities			$130,255 63

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1877.	To December 31, 1878.
1. Grading and masonry	$43,573 01	$43,573 01
2. Bridging, trestle work	18,012 15	18,087 15
3. Superstructure, including rails	99,609 42	99,391 82
4. Land	1,359 50	1,411 25
Fences	1,823 00	1,823 00
5. Passenger and freight stations	12,138 69	12,359 94
6. Engine houses, car sheds, and turn-tables		
7. Machine shops, including machinery and tools		
Railroad wharf and approach	16,837 85	17,143 37
8. Interest	15,857 76	15,857 76
9. Engineering	13,721 44	13,721 44
Agencies, salaries, and other expenses during construction	6,674 59	6,806 49
11. Total cost of construction	$229,607 41	$230,175 23

Equipment.

	Number	To December 31, 1877. Cost.	Number	To December 31, 1878. Cost.
12. Locomotives	2	$14,410 74	2	$14,410 74
16. Passenger cars	1	2,000 00	1	2,000 00
17. Freight cars	22	9,000 00	22	9,656 00
Other cars	3	353 95	3	353 95
Canvas covers for cars	------	379 45	------	379 45
Total freight paid on cars, locomotives, etc., from San Francisco to San Luis Obispo	------	4,423 35	------	4,423 35
18. Total for equipment	------	$30,567 49	------	$31,223 49

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands:	
To December 31st, 1877—	
"Harford property"—includes right of way, road bed, iron rails, and franchise	$30,021 61
To December 31st, 1878—	
"Harford property"—includes right of way, road bed, iron rails, and franchise	30,021 61
26. Total for property purchased, etc.	30,021 61
27. Whole amount of permanent investments	291,420 34
28. Property in California	291,420 34
29. Amount of supplies and materials on hand	0 00
30. Cash and cash assets	20,469 81
31. Total property and assets of the company	311,890 15

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

2. Bridging	$75 00
4. Land	51 75
5. Passenger and freight stations	
Wood sheds and water stations	260 48
6. Engine houses, car sheds, and turn-tables	
7. Railroad wharf and approach	305 52
8. Engineering, agencies, salaries, and other expenses during construction	131 90
14. Freight and other cars (number, 2)	656 00
18. Total	$1,480 65

Total carried forward		$1,480 65
19. Property sold and credited to property account during the year, specifying same:		
Lot of old rail iron sold	$217 60	
Reduction on price of lumber, charged to building in 1878 (reduction made after January 1st, 1878)	39 22	
		256 82
20. Net addition to property account for the year		$1,223 83

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$2,796 11
5. Derived from express and extra baggage	170 89
7. Total earnings from passenger department	$2,967 00
8. Derived from local freight on roads operated by this company	$21,923 65
12. Total earnings from freight department	$21,923 65
14. Total transportation earnings	$24,890 65
15. Earnings per mile of road operated, including wharfage and commissions $2,262 78	
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same:	
Wharfages, dockages, and commissions attending to business of Pacific Coast Steamship Company at Port Harford Wharf, the property of the railroad company	17,031 24
19. Total income derived from all sources	$41,921 89

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	$1,684 67
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Incidental—Includes salaries of Secretary, Managing Director, legal expenses, and sundry items	1,585 69
Train expenses—Pay-roll, engineers, conductors, oil and waste, and other small items	4,304 62
Station expenses—Salaries of station agents, laborers; fuel, oil, and other items	3,007 93
General expenses—Advertising, books and stationery, telegraphing, etc.	240 93
Port Harford Wharf—Agents and laborers' wages, oil, fuel, rent of People's Wharf	4,764 23
Repairs to railroad wharf, as per bills	873 24
5. Total	$16,461 81
6. Proportion belonging to passenger department } 7. Proportion belonging to freight department	Cannot state. See note, page 441.

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$8,759 63
5. Repairs of bridges	1,007 14
6. Repairs of buildings and fixtures (stations and turn-tables)	7 50
10. Repairs of locomotives and all rolling stock	1,438 66
14. Fuel for engines and cars: Number of cords of wood, about 275; cost	1,180 32
15. Water and water stations } 16. Fuel for stations and shops	Included in station expenses.
17. Oil and waste	Included in train expenses.
19. Total	$12,393 25
20. Proportion of same to passenger department } 21. Proportion of same to freight department	Cannot state. See note, page 441.
22. Of the above there was expended for other than ordinary repairs, about	$7,775 00

(Caused by floods washing away bridge and destroying track.)

CLASS III.—PASSENGER TRAFFIC EXPENSES.

1. Repairs of passenger, mail, and baggage cars	Included in rolling stock.
4. Salaries, wages, and incidentals of passenger trains	Cannot segregate.
5. Salaries, wages, and incidentals of passenger stations	Cannot segregate.

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

1. Repairs of freight cars	Included in repairs to rolling stock.
2. New freight cars (charged to operating expenses)	Charged in equipment.
3. Damages and gratuities, freight	$127 73
4. Salaries, wages, and incidentals of freight trains 5. Salaries, wages, and incidentals of freight stations	Cannot segregate; see note below.
8. Total	$127 73
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$28,982 79
11. Percentage of expenses to total transportation earnings	Cannot state; see note below.
13. Total expenses	$28,982 79

NOTE.—Questions 1 to 7, Class I; 1 to 21, Class II; 1 to 8, Class III; 1 to 12, Class IV: This railroad is short; the trains run irregularly, depending upon the arrivals and departures of steamers. Generally freight and passenger trains run together, same engineer, conductor, brakeman, locomotive, etc., run on same train for passengers and freight; have only two stations besides terminus at wharf; fuel, oil, and waste used on passenger and freight trains. Hence the difficulty of segregating the expenses of freight and passenger business. Expenses of wharf at terminus are charged to wharf. As the receipts and expenses of wharf are charged and entered up in the operating workings of the road it is difficult to determine "the percentage of expenses to total transportation earnings."

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$12,939 10
4. Interest paid during the year:		
On funded debt		13,292 01
On other debt		
7. Balance for the year, deficit		352 91
8. Surplus at commencement of the year	$12,517 61	
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	0 00	
9 Surplus at commencement of the year, as changed by aforesaid entries		12,517 61
10. Total surplus December 31st, 1878		12,164 70

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.*

1. Total earnings from passenger department, as per "Revenue for the Year," No. 7	$2,967 00

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.*

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	$21,923 65

* See note above.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of road	$229,607 41	$230,175 23
Cost of equipment	30,567 49	31,223 49
Other investments	30,021 61	30,021 61
Supplies and materials on hand	172 45	----------
Cash, cash assets, and other items (specifying same)	148 00	----------
Amounts due from agents	1,478 62	2,480 56
Bills receivable	20,380 00	17,989 25
Totals	$312,375 62	$311,890 14
Credits.		
Capital stock	$149,000 00	$149,000 00
Funded debt	120,000 00	120,000 00
Other debts (specifying same):		
Bills payable	20,500 00	30,338 69
Due to Treasurer	5,410 79	----------
Due for sundry bills unpaid	4,947 22	386 75
Profit and loss (profit, if any)	12,517 61	12,164 70
Totals	$312,375 62	$311,890 14

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
Railroad wharf and commission account	----------	$17,031 24
Passenger receipts and extra baggage	----------	2,967 00
Freight receipts	----------	21,923 65
Railroad wharf and labor and commissions	$4,764 73	----------
Repairs to rolling stock	1,438 66	----------
Repairs to buildings and water station, etc.	7 50	----------
Repairs to track	8,759 63	----------
Repairs to Port Harford Wharf	873 24	----------
Repairs to bridges and trestle work	1,007 14	----------
Incidental expenses	1,585 69	----------
Train expenses	4,304 62	----------
Station expenses	3,007 93	----------
General expenses	240 93	----------
Taxes, State and local	1,684 67	----------
Damages to freight, etc.	127 73	----------
Fuel account	1,180 32	----------
Interest account	13,292 01	----------
Net loss on business, year 1878	----------	352 91
Totals	$42,274 80	$42,274 80

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use: From Ocean to San Luis Obispo	September, 1877.
2. Length of main line of road from Port Harford to San Luis Obispo	10.67 miles.
Length of main line in California	10.67 miles.
4. Length of double track on main line	None.
5. Branches owned by the company	None.
10. Total length of road belonging to this company	10.67 miles.
11. Aggregate length of siding and other tracks not enumerated above	1.03 miles.
12. Same in California	1.03 miles.
13. Aggregate length of track belonging to this company computed as single track	11.70 miles.
14. Same in California	11.70 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	None.

18. Number of wooden bridges (aggregate length, 145 feet) in California	3
19. Number of crossings of highways at grade in California	4
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	4
34. Total miles of road operated by this company	10.67
35. Total miles of road operated by this company in California	10.67
36. Number of stations on all roads operated by this company	3
37. Number of stations on all roads owned by this company	3
38. Same in California	3
39. Miles of telegraph on line of road operated by this company	None.
41. Number of telegraph offices in company stations	1

ROLLING STOCK.

	Number.	Weight (Pounds).	Market Value.
1. Locomotives	2		*$9,960 00
1 Baldwin locomotive and tender		44,000	
1 tank locomotive		14,000	
6. Passenger cars	1		†1,960 00
8. Eight-wheel box freight cars	2		†1,120 00
10. Eight-wheel platform cars	22		†6,877 00
12. Other cars	2		†297 00
13. Total market value			$20,214 00

*40 per cent. less than cost.
†30 per cent. less than cost.

15. Number of locomotives equipped with train brakes	1
Kind of brake	Air brake.
16. Number of cars equipped with train brakes	All.
Kind of brake	Hand brake.
17. Number of passenger cars with Miller platform and buffer	None.

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	5,538
2. Rate of speed of express passenger trains, including stops	15 miles per hour.
3. Rate of speed of accommodation trains, including stops	
4. Miles run by freight trains	30,223
5. Rate of speed of express freight trains, including stops	15 miles per hour.
6. Rate of speed of accommodation freight trains, including stops	
8. Total train miles run	35,761
9. Total number of passengers carried	3,122
Number of through passengers going towards Port Harford	1,847
Number of through passengers going in contrary direction	1,944
Number of local passengers going towards Port Harford	143
Number of local passengers going in contrary direction	159
10. Total passenger mileage, or passengers carried one mile	3,122
11. Passenger mileage to and from other roads	None.
Average number of miles traveled by each local passenger	5.00
Average number of miles traveled by each through passenger	10.67
Average number of miles traveled by each passenger, through and local	7.83
12. Number of tons carried (not including gravel and 3,133,266 feet of lumber)	11,847
Number of tons freight from other States, carried	None.
Number of tons freight in this State, carried (also 3,133,266 feet of lumber)	11,847
Number of tons freight produced in this State, carried (and 3,133,266 feet of lumber)	8,948
Number of tons of each class of freight produced in this State, carried	8,948
Hides	51 tons.
Pelts	21 tons.
Tallow	9 tons.
Chrome ore	2,576½ tons.
Asphaltum	18 3/10 tons.
Grain	3,578¾ tons.
Wool	625 tons.
Butter	88½ tons.
Cheese	186½ tons.
Merchandise	1,793½ tons.
Lumber	3,133,266 feet.
15. Highest rate of fare per mile for any distance (excluding one mile)	8 cents.

16. Lowest rate of fare per mile for any distance (single fare)	6 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	8 cents.
18. Average rate of fare per mile received from passengers to and from other roads	None.
19. Average rate of fare per mile for season ticket passenger, reckoning one round trip per day to each ticket	None.
20. Average rate of fare per mile for all passengers	8 cents.
21. Highest rate of freight per ton per mile for any distance	28 cents.
22. Lowest rate of freight per ton per mile for any distance	10 cents.
23. Average rate of local freight per ton per mile on roads operated by this company	15 cents.
24. Average rate of freight per ton per mile to and from other roads	None.
25. Average rate of freight per ton per mile for all	15 cents.
26. Average number of cars in passenger trains (including baggage cars)	1
27. Average number of cars in freight trains—basis of eight-wheel	6
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	40 tons.
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	55 tons.
30. Number of persons regularly employed by company, including officers	15
Average monthly pay of employés, other than officers	$120 00
Average monthly pay of engine drivers	130 00
Average monthly pay of passenger conductors	60 00
Average monthly pay of section men	46 00
Average monthly pay of laborers	60 00

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip)	None.
2. Passengers to San Francisco (including season)	Cannot state.
3. Passengers from San Francisco (including season)	
4. Season ticket passengers to and from San Francisco (one round trip daily)	None.
List of accidents in California	None.

TABLE A.—FUNDED DEBT. TO INCLUDE ALL BONDS PAYABLE BY THE COMPANY, EXCEPT UNITED STATES GOVERNMENT BONDS.

Character of	First mortgage.
Series	A.
Date	Feb. 14, 1876.
Due	August 30, 1877.
In what money payable—interest and principal	Gold.
Interest:	
Rate	10 per cent.
Payable	Monthly.
Authorized amount	$120,000 00
Total issued:	
December 31st, 1877	120,000 00
December 31st, 1878	120,000 00
Accrued interest:	
To December 31st, 1877	Paid.
During year	Paid.
Over-due	None.
Amount of bonds outstanding December 31st, 1878	$120,000 00

TABLE C.—LENGTH IN MILES OF ROAD AND TRACKS, (SINGLE AND DOUBLE,) OWNED BY THE COMPANY.

Main line—all within State	From Port Harford to San Luis Obispo.
Length of track December 31st, 1878:	
Roadway, all single track—all iron	10.67 miles.
Sidings—all iron	1.03 miles.
Track and sidings—all iron	11.70 miles.
Total on whole road December 31st, 1878—roadway, all iron	10.67 miles.
Total on whole road December 31st, 1877—roadway, all iron	10.67 miles.
Length of iron rail December 31st, 1877—all within State	23.40 miles.
Average weight per mile	33 tons.
Total weight	7,722 tons.
Length of iron rail December 31st, 1878—all within State	23.40 miles.
Average weight per mile	33 tons.
Total weight	7,722 tons.

STATE OF CALIFORNIA,
County of San Francisco, } ss.

John Rosenfeld, President of the San Luis Obispo and Santa Maria Valley Railroad Company, and W. H. Knight, the Secretary of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed): JOHN ROSENFELD, President.
W. H. KNIGHT, Secretary.

Subscribed and sworn to before me, this 1st day of July, 1879.

E. V. JOICE, Notary Public.

SANTA CRUZ RAILROAD COMPANY.

Returns of the Santa Cruz Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

F. A. Hihn, President	Santa Cruz.
Amasa Pray, Secretary	Santa Cruz.
Titus Hale, Treasurer	Santa Cruz.
B. F. Porter, Director	Santa Cruz.
R. C. Kirby, Director	Santa Cruz.
John Brazer, Director	Santa Cruz.
Charles B. Younger, Director	Santa Cruz.

BUSINESS ADDRESS OF THE COMPANY.

Santa Cruz Railroad Company ..... Santa Cruz, California.

The Santa Cruz Railroad Company was incorporated June 3d, 1873.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$1,000,000 00
2. Capital stock authorized by votes of company		1,000,000 00
3. Capital stock issued (number of shares, 5,095½); amount paid in		201,150 00
4. Capital stock paid in on shares not issued (number of shares, 10)		405 19
5. Total amount paid in as per books of the company		201,555 19
6. Amount of capital stock issued but not full paid		None.
8. Par value of shares issued		100 00
9. Total number of stockholders	91	
10. Number of stockholders in California	91	
11. Amount of stock held in California		All.

* By original articles of incorporation.

DEBT.

12. Funded debt as follows:		
Bonds, first mortgage		$125,000 00
Interest paid on same during year	$2,675 00	
Accrued interest remaining unpaid to December 31st, 1878		16,525 00
13. Total amount of funded debt		$141,525 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$59,727 65
All other debts, current credit balances, etc.		503 52
15. Total amount of unfunded debt		$60,231 17
16. Total gross debt liabilities		$201,756 17
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$881 37	
Materials and supplies on hand—wood, oil, tallow, and cotton waste	850 00	
Other securities and debt balances	6,593 33	
		8,324 70
18. Total net debt liabilities		$193,431 47
20. Amount of claims against the company which for any reason have not been entered upon the books—unpaid bills (estimated)		150 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1877.	To December 31, 1878.
1. Grading and masonry	$129,176 23	$131,785 93
2. Bridging	65,625 47	66,375 47
3. Superstructure, including rails	128,064 22	129,185 22
4. Land	15,292 50	15,292 50
Land damages	14,600 56	16,292 82
Fences	11,617 08	11,982 87
5. Passenger and freight stations	13,190 12	13,833 51
6. Engine houses, car sheds, and turn-tables	3,129 02	3,129 02
7. Machine shops, including machinery and tools	2,537 92	2,717 09
8. Interest	42,995 48	65,017 68
9. Engineering	9,917 71	9,917 71
Agencies, salaries, and other expenses during construction	27,381 28	28,014 20
Discount on mortgage and county bonds	34,690 00	34,690 00
11. Total cost of construction	$498,217 59	$528,234 02

Equipment.

	Number	To December 31, 1877. Cost.	Number	To December 31, 1878. Cost.
12. Locomotives	3	$21,606 41	3	$21,606 41
16. Passenger cars	6	11,594 48	6	11,594 48
Baggage cars	1	800 00	1	800 00
17. Freight cars	25	13,100 00	29	14,993 18
Other cars	7	950 00	7	950 00
Wheels and unfinished materials on hand	------	1,350 00	------	350 00
18. Total for equipment	42	$49,400 89	46	$50,294 07

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

	Investment in City Railroad Company.
24. Investments in transportation lines	
To December 31st, 1877—price paid	$5,172 75
To December 31st, 1878—price paid	5,172 75
26. Total for property purchased, etc.	5,172 75
27. Whole amount of permanent investments	578,528 09
29. Amount of supplies and materials on hand	850 00
30. Cash and cash assets	7,474 70
31. Total property and assets of the company	592,025 54

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	$2,609 70
2. Bridging	750 00
3. Superstructure, including rails	1,121 00
4. Land damages	1,692 26
Fences	365 79
5. Passenger and freight stations	643 39
7. Machine shops—tools	179 17
14. Freight and other cars—(number, 4)	893 18
17. Any other expenditures charged to property account, specifying same:	
Litigation expenses	632 92
Interest	22,022 20
18. Total	$30,909 61

19. Property sold and credited to property account during the year, specifying same	$0 00
20. Net addition to property account for the year	30,909 61

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$8,771 90
2. Derived from passengers from and to other roads over roads operated by this company	10,415 09
5. Derived from express and extra baggage	1,738 66
6. Derived from mails	1,029 25
7. Total earnings from passenger department	$21,954 90
8. Derived from local freight on roads operated by this company	$13,646 27
10. Derived from freight from and to other roads on joint tariff	6,000 00
11. Derived from other sources belonging to freight department—storage	254 61
12. Total earnings from freight department	19,900 88
14. Total transportation earnings	$41,855 78
15. Earnings per mile of road operated	$197 76
16. Earnings per train mile (total passenger and freight)	1 94
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same:	
Dividends from stock City Railroad Company (horse-cars)	232 41
Premium on gold	97 53
19. Total income derived from all sources	$42,185 72

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	$2,810 72
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	4,690 70
5. Total	$7,501 42
6. Proportion belonging to passenger department	No separate account kept, as we run mostly mixed trains.
7. Proportion belonging to freight department	

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$12,106 70
5. Repairs of bridges	212 50
6. Repairs of buildings and fixtures (stations and turn-tables)	42 00
8. Repairs of fences, road crossings, and signs	90 00
10. Repairs of locomotives	200 00
14. Fuel for engines and cars—(number of cords of wood, 490); cost	1,916 72
15. Water and water stations	187 50
17. Oil and waste	461 52
19. Total	$15,216 94
20. Proportion of same to passenger department	See remarks Class I, Nos. 6 and 7.
21. Proportion of same to freight department	
22. Of the above there was expended for other than ordinary repairs	$6,346 00

CLASS III.—PASSENGER TRAFFIC EXPENSES.

1. Repairs of cars	$1,281 42
4. Salaries, wages, and incidentals of trains	6,233 96
5. Salaries, wages, and incidentals of stations	1,920 61
8. Total	$9,435 99

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

3. Damages and gratuities, freight	$12 82
8. Total	$12 82
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$32,167 17
10. Per train mile (total passenger and freight)	1 49
11. Percentage of expenses to total transportation earnings	77 per cent.
13. Total expenses	$32,167 17

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$10,018 55
4. Interest accrued during the year:		
On funded debt	$12,500 00	
On other debt	9,522 20	
Total		22,022 20

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of road	$498,217 59	$528,234 02
Cost of equipment	49,400 89	50,294 07
Other investments	5,172 75	5,172 75
Supplies and materials on hand	850 00	850 00
Cash, cash assets, and other items (specifying same)	1,334 29	7,474 70
Totals	$554,975 52	$592,025 54
Credits.		
Capital stock	$201,555 19	$201,555 19
Funded debt	125,000 00	125,000 00
Other debts (specifying same)	72,011 20	76,756 17
Santa Cruz County bonds	114,000 00	114,000 00
Paid in on assessment levied April 10th, 1878	----------	24,160 00
Profit and loss (profit, if any), not deducting interest	42,409 13	50,554 18
Totals	$554,975 52	$592,025 54

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
Total income	----------	$42,185 72
Operating expenses	$32,167 17	----------
Interest	22,022 20	----------
Loss	----------	12,003 65
Totals	$54,189 37	$54,189 37

DESCRIPTION OF ROAD.

1. Date when the road was opened for public use	May 18, 1876.
2. Length of main line of road from Santa Cruz to Pajaro	21.165 miles.
16. Number of spans of bridges of twenty-five feet and upwards in California	5
18. Number of wooden bridges (aggregate length, 5,285 feet) in California	27
19. Number of crossings of highways at grade, in California	14
20. Number of crossings of highways over railroad, in California	1
21. Number of crossings of highways under railroad, in California	2
23. Number of highway bridges less than eighteen feet above track, in California	1
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	17
27. Number of railroad crossings at grade	2
(Crossings of Santa Cruz and Felton Railroad.)	
34. Total miles of road operated by this company	21.165
35. Total miles of road operated by this company in California	21.165
36. Number of stations on all roads operated by this company	9
37. Number of stations on all roads owned by this company	9
38. Same in California	9
39. Miles of telegraph on line of road operated by this company	None.
40. Miles of telegraph owned by this company	
41. Number of telegraph offices in company stations	
42. Number of telegraph stations operated by this company	
43. Number of telegraph stations operated jointly by railroad and telegraph companies	

ROLLING STOCK.

	Number.	Average Weight, (Tons).	Market Value.
1. Locomotives	3		$7,500 00
Average weight of engines in working order		15.50	
Maximum weight of engines in working order	2	21.00	
	1	3.00	
2. Tenders	3		
Average weight of tenders full of fuel and water		6.33	
Maximum weight of tenders full of fuel and water	2	8.00	
	1	3.00	
Average joint weight of engines and tenders		21.83	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender, 35 feet.			
4. Total length of heaviest engine and tender over all, 44 feet.			
6. Passenger cars	6		4,500 00
Average weight		6.00	
Maximum weight		10.00	
7. Mail and baggage cars	1	4.50	300 00
8. Eight-wheel box freight cars	4	4.50	1,100 00
10. Eight-wheel platform cars	25	3.50	5,000 00
12. Other cars	7	350 lbs.	200 00
13. Total market value			$18,600 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	29
15. Number of locomotives equipped with train brakes	1
Kind of brake	Westinghouse.
16. Number of cars equipped with train brakes	6
Kind of brake	Westinghouse.
17. Number of passenger cars with Miller platform and buffer	2

MILEAGE, TRAFFIC, ETC.

2. Rate of speed of express passenger trains, including stops	20 miles per hour.
6. Rate of speed of accommodation freight trains, including stops	14 miles per hour.
7. Miles run by other trains, and for what purpose—grading and gravel trains	8,800
8. Total train miles run	21,600
9. Total number of passengers carried	23,266
Number of through passengers going towards Santa Cruz	5,038
Number of through passengers going in contrary direction	5,400
Number of local passengers going towards Santa Cruz	6,403
Number of local passengers going in contrary direction	6,425
10. Total passenger mileage, or passengers carried one mile	414,863
12. Number of tons carried (not including gravel)	16,909
Number of tons freight in this State, carried	16,909
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents.
16. Lowest rate of fare per mile for any distance (single fare)	5 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	7½ cents.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	5 cents.
20. Average rate of fare per mile for all passengers	7½ cents.
21. Highest rate of freight per ton per mile for any distance	15 cents.
22. Lowest rate of freight per ton per mile for any distance	4 cents.
23. Average rate of local freight per ton per mile on roads operated by this company	9½ cents.
24. Average rate of freight per ton per mile to and from other roads	8½ cents.
25. Average rate of freight per ton per mile for all	9 cents.
26. Average number of cars in passenger trains (including baggage cars)	4
27. Average number of cars in freight train—basis of eight-wheel	5⅓
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	60 tons.
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	46 tons.

30. Number of persons regularly employed by company, including officers	20
Average monthly pay of employés, other than officers	$64 00
Average monthly pay of engine drivers	120 00
Average monthly pay of passenger conductors	90 00
Average monthly pay of freight conductors	90 00
Average monthly pay of baggage-masters	76 00
Average monthly pay of brakemen, flagmen, and switchmen	60 00
Average monthly pay of section men	50 00
Average monthly pay of mechanics in shops	58 50
Average monthly pay of laborers	39 00

RELATING TO PASSENGERS.

2. Passengers to San Francisco (including season)	3,892
3. Passengers from San Francisco (including season)	3,445
List of accidents in California	None.

TABLE A. FUNDED DEBT. TO INCLUDE ALL BONDS PAYABLE BY THE COMPANY, EXCEPT UNITED STATES GOVERNMENT BONDS.

Character of	First mortgage.
Series	1
Date	August 18, 1875.
Due	October 18, 1880.
In what money payable—interest and principal	U. S. gold coin.
Interest:	
Rate	10 per cent.
Payable	Semi-annually; October 1 and August 1.
Amount authorized	$125,000 00
Total issued:	
December 31st, 1877	125,000 00
December 31st, 1878	125,000 00
Accrued interest:	
To December 31st, 1877	6,700 00
During year	12,500 00
Over-due	13,400 00
Amount of bonds outstanding December 31st, 1878	125,000 00

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS, (SINGLE AND DOUBLE,) OWNED BY THE COMPANY.

Main line—all within State	From Santa Cruz to Pajaro.
Length of track, December 31st, 1878:	
Roadway, all single track—all iron	21.165 miles.
Sidings—all iron	1.873 miles.
Track and sidings—iron	23.038 miles.
Total on whole road, December 31st, 1878:	
Roadway, all single track—all iron	21.165 miles.
Sidings—all iron	1.873 miles.
Track and sidings—all iron	23.038 miles.
Total on whole road, December 31st, 1877:	
Roadway, all single track—all iron	21.165 miles.
Sidings—all iron	1.873 miles.
Track and sidings—all iron	23.038 miles.
Length of iron rail, December 31st, 1877—all within State:	
Length in miles	23.038
Average weight per mile—tons	53.5
Total weight—tons	1,233
Length of iron rail, December 31st, 1878—all within State:	
Length in miles	23.038
Average weight per mile—tons	53.5
Total weight—tons	1,233

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT RE-PAYABLE BY COMPANY.

Bonds:	
Character of	County bonds.
Date	Feb. 23, 1876.
Due	Within 20 years.

Interest payable:	
By whom	Santa Cruz Co.
When	Semi-annually.
Rate	7 per cent.
Total amount of bonds or cash	$30,000 00
Bonds:	
Character of	County bonds.
Date	March 1, 1876.
Due	Within 20 years.
Interest payable:	
By whom	Santa Cruz Co.
When	Semi-annually.
Rate	7 per cent.
Total amount of bonds or cash	$84,000 00
Disposed of:	
Amount of bonds	114,000 00
Cash realized	104,310 00
Discount	6,990 00
Interest accrued to company	None.

STATE OF CALIFORNIA,
County of Santa Cruz, } ss.

F. A. Hihn, President of the Santa Cruz Railroad Company, and G. Ruegg, Book-keeper of the said company, being duly sworn, depose and say: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed): F. A. HIHN,
G. RUEGG.

Subscribed and sworn to before me, this 28th day of June, 1879.

JAMES O. WANZER, Notary Public.

SANTA CRUZ AND FELTON RAILROAD COMPANY.

Returns of the Santa Cruz and Felton Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

C. H. Gorrill ..... President.
B. Peyton ..... Vice-President.
C. G. Harrison ..... Director.
Jas. P. Pierce ..... Director.
J. S. Carter ..... Director.
E. J. Cox ..... Director.
R. M. Garratt ..... Director, Secretary, and Superintendent.

BUSINESS ADDRESS OF THE COMPANY.

Santa Cruz ..... Santa Cruz County, California.

The Santa Cruz and Felton Railroad Company was incorporated August 26th, 1874.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$500,000 00
3. Capital stock issued (number of shares, 4,784); amount paid in		216,870 54
4. Capital stock paid in on shares not issued (number of shares, 216)		9,791 71
5. Total amount paid in as per books of the company		226,662 25
9. Total number of stockholders	30	
10. Number of stockholders in California	30	
11. Amount of stock held in California		500,000 00

* By original articles of incorporation.

DEBT.

14. Unfunded debt—incurred for construction, equipment, or purchase of property	$109,316 31
15. Total amount of unfunded debt	$109,316 31
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets: Other securities and debt balances	9,957 54
18. Total net debt liabilities	$99,358 77

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1877.	To December 31, 1878.
1. Grading and masonry (estimated)	$178,810 72	$178,810 72
2. Bridging	7,636 33	7,636 33
3. Superstructure, including rails { Iron, $44,190 44 / Ties, 7,265 42 }	51,455 86	51,455 86
4. Land	14,485 49	20,363 79
Fences	976 79	1,122 15
5. Passenger and freight stations	6,796 89	6,796 89
6. Engine houses, car sheds, and turn-tables	1,223 99	1,288 80
Agencies, salaries, and other expenses during construction:		
Wharf	14,956 89	14,956 89
Telegraph	943 89	943 89
11. Total cost of construction	$277,286 85	$283,375 32

Equipment.

	Number	To December 31, 1877. Cost.	Number	To December 31, 1878. Cost.
12. Locomotives	2	$12,322 69	2	$12,322 69
16. Passenger cars	2	3,900 00	2	3,900 00
17. Freight cars	40	21,151 46	40	21,151 46
Other cars	8	1,183 57	8	1,183 57
Mill at Felton, furniture, etc.	------	10,155 62	------	10,155 62
18. Total for equipment	------	$48,713 34	------	$48,713 34

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

4. Land	$5,879 30
Fences	145 36
18. Total	$6,024 66
19. Property sold and credited to property account during the year, specifying same—sale of triangular lot in Santa Cruz	1 00
20. Net addition to property account for the year	$6,023 66

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$1,676 40
7. Total earnings from passenger department	1,676 40
8. Derived from local freight on roads operated by this company	$18,740 76
11. Derived from other sources belonging to freight department	*8,022 96
12. Total earnings from freight department	$26,763 72
14. Total transportation earnings	$28,440 12
15. Earnings per mile of road operated	3,160 01

*Wharfage	$7,814 33
Storage	18 50
Switching	118 74
Telegraphing	36 74
Rent	34 65
	$8,022 96

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Stationery and printing	$165 02
Expense account	406 44
Expense of Superintendent	1,800 00
Repairs of wharf	2,051 75
Expense of general office	428 52
Miscellaneous	135 76
3. Insurance premiums and losses by fire, and damages for fires set by engines	233 25
4. Telegraph expenses	129 35
5. Total	$5,350 09
6. Proportion belonging to passenger department *	$315 66
7. Proportion belonging to freight department *	5,034 43

* Computed on gross receipts from passenger and freight departments.

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$4,492 81
5. Repairs of bridges	77 23
6. Repairs of buildings and fixtures (stations and turn-tables)	56 95
10. Repairs of locomotives	165 38
19. Total	$4,792 37

20. Proportion of same to passenger department *	$282 75
21. Proportion of same to freight department *	4,509 62

* Computed on gross receipts from passenger and freight departments.

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

1. Repairs of freight cars	$628 01
3. Damages and gratuities, freight	31 80
4. Salaries, wages, and incidentals of freight trains	4,563 29
5. Salaries, wages, and incidentals of freight stations	2,443 87
Salaries, wages, and incidentals of operating wharf	3,504 76
8. Total	$11,171 73
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$21,314 19
10. Per train mile (total passenger and freight) $2,368 24	
11. Percentage of expenses to total transportation earnings 74.904 per cent.	
13. Total expenses	$21,314 19

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department, as per "Revenue for the Year," No. 7	$1,676 40
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	315 66
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 20	282 75
5. Expenses, "Passenger Traffic," as per Class III, No. 8	659 13
6. Total expenses	1,257 54
8. Net earnings	418 86

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	$26,763 22
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	5,034 43
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	4,509 62
5. Expenses, "Freight Traffic," as per Class IV, No. 8	10,512 60
6. Total expenses	20,056 65
8. Net earnings	6,706 57

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

	December 31, 1877.	December 31, 1878.
Debits.		
Cost of equipment	$48,713 34	$48,713 34
Cash, cash assets, and other items (specifying same):		
Merchandise	288 05	520 77
Construction and right of way	277,286 85	283,375 32
Operating ledger (unpaid freight bills)	8,098 13	8,192 19
Pacific Avenue Street Railroad	88 32	1,244 58
California Powder Works	24 25	----------
Cash	181 93	----------
Totals	$334,680 87	$342,046 20
Credits.		
Capital stock	$176,662 25	$226,662 25
Other debts (specifying same):		
Bills payable	97,000 00	69,360 09
Pacific Rolling Mills Company	3,845 22	----------
Labor	1,465 83	----------
S. L. F. and T. Company	42,724 67	39,956 22
Profit and loss (loss, if any)	12,982 90	6,067 64
Totals	$334,680 87	$342,046 20

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31ST, 1878.

	Debits.	Credits.
By balance		$12,982 90
By operating earnings		28,440 12
To operating expenses	$21,314 19	
Interest	11,506 11	
Legal expenses	324 79	
Directors	999 99	
Taxes	1,210 30	
Balance	6,067 64	
Totals	$41,423 02	$41,423 02

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use: From Santa Cruz to Felton	October 13, 1875.
2. Length of main line of road—from Santa Cruz to Felton	9 miles.
11. Aggregate length of siding and other tracks not enumerated above	1 mile.
13. Aggregate length of track belonging to this company computed as single track	10 miles.
18. Number of wooden bridges (aggregate length, 4,694 feet), in California	24
19. Number of crossings of highways at grade, in California	6
21. Number of crossings of highways under railroad, in California	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	6
27. Number of railroad crossings at grade	2
Santa Cruz Railroad crosses this road on Chestnut Street, and at head of wharf, both in City of Santa Cruz.	

ROLLING STOCK.

	Number.	Average Weight, (Pounds).	Market Value.
1. Locomotives	2		$12,322 69
Average joint weight of engines and tenders		18,000	
6. Passenger cars	2	10,000	3,900 00
8. Eight-wheel box freight cars	6	9,000	3,907 30
10. Eight-wheel platform cars	34	8,000	17,244 16
12. Other cars	8		1,812 80
13. Total market value			$39,186 95

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	40

MILEAGE, TRAFFIC, ETC.

4. Miles run by freight trains	All mixed.
9. Total number of passengers carried	4,576
Number of local passengers going towards Santa Cruz	2,335
Number of local passengers going in contrary direction	2,241
10. Total passenger mileage, or passengers carried one mile	41,184
Average number of miles traveled by each local passenger	9
12. Number of tons carried (not including gravel)	23,081$\frac{1371}{2000}$
Number of tons of freight in this State carried	23.081$\frac{1371}{2000}$
15. Highest rate of fare per mile for any distance (excluding one mile)	5$\frac{5}{9}$ cents.
16. Lowest rate of fare per mile for any distance (single fare)	2$\frac{7}{9}$ cents.
21. Highest rate of freight per ton per mile for any distance	12 cents.
22. Lowest rate of freight per ton per mile for any distance	6$\frac{1}{4}$ cents.
23. Average rate of local freight per ton per mile on roads operated by this company	8$\frac{12}{100}$ cents.
Average monthly pay of engine drivers	$100 00
Average monthly pay of freight conductors	70 00
Average monthly pay of brakemen, flagmen, and switchmen	60 00
Average monthly pay of section men	45 50
Average monthly pay of laborers	45 50

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS, (SINGLE AND DOUBLE,) OWNED BY THE COMPANY.

Main line—all within State	From Santa Cruz to Felton.
Length of track, December 31st, 1878:	
Roadway, all single track—all iron	9.00
Sidings—all iron	1.00
Track and sidings—all iron	10.00
Total on whole road, December 31st, 1878:	
Roadway, all single track—all iron	9.00
Sidings—all iron	1.00
Track and sidings—all iron	10.00
Total on whole road, December 31st, 1877:	
Roadway, all single track—all iron	9.00
Sidings—all iron	1.00
Track and sidings—all iron	10.00
Length of iron rail, December 31st, 1877—all within State:	
Length in miles	20
Average weight per mile—tons	26.84
Total weight—tons	536.08
Length of iron rail December 31st, 1877:	
Length in miles	20
Average weight per mile—tons	26.84
Total weight—tons	536.08

STATE OF CALIFORNIA,
County of Santa Cruz, } ss.

Charles H. Gorrill, President of the Santa Cruz and Felton Railroad Company, being duly sworn, deposes and says: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that, as now furnished by him to the Commissioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed): CHARLES H. GORRILL.

Subscribed and sworn to before me, this 31st day of May, 1879.

Z. N. GOLDSBY,
Notary Public in and for Santa Cruz County, California.

SAN RAFAEL AND SAN QUENTIN RAILROAD COMPANY.

[There was no report made by the San Rafael and San Quentin Railroad Company for the year ending December 31st, 1878. Its operations for the year are all included in the report of the North Pacific Coast Railroad Company, lessees.]

SONOMA VALLEY RAILROAD COMPANY.

Returns of the Sonoma Valley Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Peter Taylor, President	San Francisco.
W. J. Cady, Secretary	San Francisco.
E. T. Anthony, Treasurer	San Francisco.
Peter Taylor, Director	San Francisco.
E. T. Anthony, Director	San Francisco.
A. K. Grim, Director	San Francisco.
Jno. A. Kittredge, Director	San Francisco.
Wm. M. Pierson, Director	San Francisco.
L. H. Foote, Director	San Francisco.
Thomas Green, Director	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

No. 4, Stevenson Building ..... San Francisco.

The Sonoma Valley Railroad Company was incorporated July 1st, 1878, and formed by consolidation with the companies whose names and dates of incorporation are shown in the table below:

Sonoma Valley Prismoidal Railroad Company.
Sonoma Valley Railroad Company incorporated July 1st, 1878.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$200,000 00
3. Capital stock issued—number of shares, 1,506; amount paid in		1,400 00
5. Total amount paid in as per books of the company		1,400 00
6. Amount of capital stock issued but not full paid		14,000 00
7. Amount per share still due thereon		90 00
8. Par value of shares issued		100 00
9. Total number of stockholders	32	
10. Number of stockholders in California	32	
11. Amount of stock held in California		150,600 00
14. Unfunded debt—incurred for construction, equipment, or purchase of property		9,000 00

* By original articles of incorporation.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction to December 31st, 1878	$9,000 00

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

Debits.

Cost of road December 31, 1878	$9,000 00

DESCRIPTION OF ROAD.

2. Length of main line of road	1.50 miles.

STATE OF CALIFORNIA, }
County of San Francisco, } ss.

Joseph S. Kohn, Superintendent and General Manager of the Sonoma Valley Railroad Company, being duly sworn, deposes and says: that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Commssioner of Transportation, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the 31st day of December, 1878.

(Signed): JOSEPH S. KOHN,
General Manager and Contractor.

Subscribed and sworn to before me, this 12th day of September, 1879.

JOHN RAFFERTY, Notary Public.

SOUTH PACIFIC COAST RAILROAD COMPANY.

Returns of the South Pacific Coast Railroad Company for the year ending December 31st, 1878, under the Act of April 1st, 1878.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Alfred E. Davis, President	San Francisco.
Joseph Clark, Vice-President	San Francisco.
Thos. Carter, Superintendent	San Francisco.
Alfred E. Davis, Treasurer	San Francisco.
B. B. Minor, Secretary	San Francisco.
Alfred E. Davis, Director	San Francisco.
Edward Barron, Director	San Francisco.
Joseph Clark, Director	San Francisco.
Daniel Cook, Director	San Francisco.
Geo. W. Kidd, Director	San Francisco.
J. Barr Robertson, Director	San Francisco.
Cary Peebles, Director	Santa Clara.

BUSINESS ADDRESS OF THE COMPANY.

Room Nos. 20 and 21, Nevada Block ..... San Francisco.

The South Pacific Coast Railroad Company was incorporated March 29th, 1876, and not formed by consolidation with any other companies.

CAPITAL STOCK.

1. Capital stock authorized by charter*		$1,000,000 00
2. Capital stock authorized by votes of company		1,000,000 00
3. Capital stock issued (number of shares, 1,000); amount paid in		100,000 00
5. Total amount paid in as per books of the company		100,000 00
8. Par value of shares issued		1,000 00
9. Total number of stockholders	7	
10. Number of stockholders in California	7	
11. Amount of stock held in California		All.

* By original articles of incorporation.

DEBT.

12. Funded debt		None.
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$1,779,917 20
All other debts, current credit balances, etc.		
15. Total amount of unfunded debt		$1,779,917 20
16. Total gross debt liabilities		$1,779,917 20
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$12,122 25	
Materials and supplies on hand	72,971 14	
Other securities and debt balances	39,645 09	
		124,738 48
18. Total net debt liabilities		$1,655,178 72

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction and equipment to December 31st, 1878	$1,665,729 96
27. Whole amount of permanent investments	1,665,729 96
28. Property in California	
29. Amount of supplies and materials on hand	72,971 14
30. Cash and cash assets	51,767 34
31. Total property and assets of the company	1,790,468 44

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$63,217 76
7. Total earnings from passenger department	$63,217 76

8. Derived from local freight on roads operated by this company		$25,244 94
12. Total earnings from freight department		$25,244 94
14. Total transportation earnings		$88,462 70
18. Income derived from all other sources (including accretions from sinking funds, investments in stocks, bonds, steamboat property, transportation lines, etc.), specifying same:		
Telegraph earnings		$974 70
Miscellaneous receipts		2,309 12
19. Total income derived from all sources		$91,746 52

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR. CLASS I.—GENERAL TRAFFIC EXPENSES.

1. Taxes, State and local	$5,165 86
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	4,593 29
3. Insurance premiums and losses by fire, and damages for fires set by engines	787 00
4. Telegraph expenses	1,324 91
5. Total	$11,871 06

CLASS II.—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

1. Repairs of road (exclusive of bridges, new rails, and new ties)		$14,183 17
5. Repairs of bridges		1,398 59
7. Repairs of and additions to machine shops and machinery		419 77
8. Repairs of fences, road crossings, and signs		67 92
10. Repairs of locomotives		2,199 12
14. Fuel for engines and cars:		
Number of cords of wood, 1,366; cost	$6,020 52	
Coal, cost*	11,337 80	
		17,358 32
15. Water and water stations		210 06
17. Oil and waste		1,495 46
19. Total		$37,332 41

* Tons cannot be given, as we have paid per trip by steamer.

CLASS III.—PASSENGER TRAFFIC EXPENSES.

1. Repairs of passenger, mail, and baggage cars	$262 09
3. Damages and gratuities, passengers	207 00
4. Salaries, wages, and incidentals of passenger trains	8,058 67
Salaries, wages, and incidentals of ferries	19,410 78
5. Salaries, wages, and incidentals of passenger stations	10,169 83
8. Total	$38,108 37

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

1. Repairs of freight cars	$991 52
Repairs of dump and work cars	143 07
3. Damages and gratuities, freight	194 50
4. Salaries, wages, and incidentals of freight trains	4,029 33
8. Total	$5,358 42
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	92,670 26
13. Total expenses	$92,670 26

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 1878.

Debits.

Cost of road Cost of equipment	$1,665,729 96
Supplies and materials on hand	72,971 14
Cash, cash assets, and other items, specifying same	12,122 25
Money and materials charged to accounts of different parties	39,645 09
General expenses before regular operating, June 1st, 1878	8,333 87
General expenses, regular operating, 7 months	92,670 26
Total	$1,891,472 57

Credits.

Capital stock	$100,000 00
Funded debt	0 00
Other debts (specifying same):	
Due Treasurer	1,596,272 54
Floating debts or bills and accounts payable	83,644 66
Miscellaneous receipts before regular operating	19,175 22
General revenue for 7 months	91,746 52
Discounts	633 63
Total	$1,891,472 57

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Dumbarton Point to Los Gatos	June 1, 1878.
From Los Gatos to Alma Station	August 1, 1878.
2. Length of main line from Dumbarton Point to Alta Station	33.05 miles.
Length of main line in California	33.05 miles.
3. Length of line with track laid, if road is not completed	33.05 miles.
4. Length of double track on main line	None.
5. Branches owned by the company	2
Names and description of, single or double track:	
Branch to mill and stone quarry at Los Gatos, single	0.65 miles.
Branch to Lock's Mills	0.75 miles.
6. Total length of branches owned by the company	1.40 miles.
7. Total length of branches owned by the company, in California	1.40 miles.
8. Total length of branches owned by the company, in other States	None.
9. Length of double track on branches	None.
10. Total length of road belonging to this company	34.45 miles.
11. Aggregate length of siding and other tracks not enumerated above	2.00 miles.
12. Same in California	2.00 miles.
13. Aggregate length of track belonging to this company computed as single track	36.45 miles.
14. Same in California	36.45 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California	4
18. Number of wooden bridges (aggregate length, 4,557 feet), in California	17

BRIDGES BUILT WITHIN THE YEAR IN CALIFORNIA.

Location.	Kind.	Material.	Length.	When Built.
Los Gatos Creek	Howe Truss	Wood	87 feet span.	April, 1878.
Los Gatos Creek	Trestle	Wood	320 feet.	February to June, 1878.

19. Number of crossings of highways at grade in California	12
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	12
27. Number of railroad crossings at grade	1
(Crossing the Southern Pacific Railroad at Santa Clara.)	

ROADS BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

Name of company	Bay and Coast Railroad Company.
Termini	From Alameda Point to Newark.
Length	24.10 miles.
Date of lease	Not yet made out.
Amount of rental	None agreed upon yet.
31. Total length of above roads	24.10 miles.
32. Total length of above roads in California	24.10 miles.
34. Total miles of road operated by this company	58.55
35. Total miles of road operated by this company in California	58.55
36. Number of stations on all roads operated by this company	13
37. Number of stations on all roads owned by this company	7
39. Miles of telegraph on line of road operated by this company	120
40. Miles of telegraph owned by this company	0